

# THE COMMERCIAL MOTOR

FRIDAY, JANUARY 30, 1959  
ONE SHILLING

**New look...  
new features...**

**for Britain's No. 1 Light Van**

Since it was first announced seven years ago more Bedford vans have been built than any other British van.



Compare these prices  
10/12 cwt. van £445 plus £76.2.2 PT  
15 cwt. van £452.1.0 plus £77.10.11 PT

**Better value... better service...**

**Better buy Bedford**

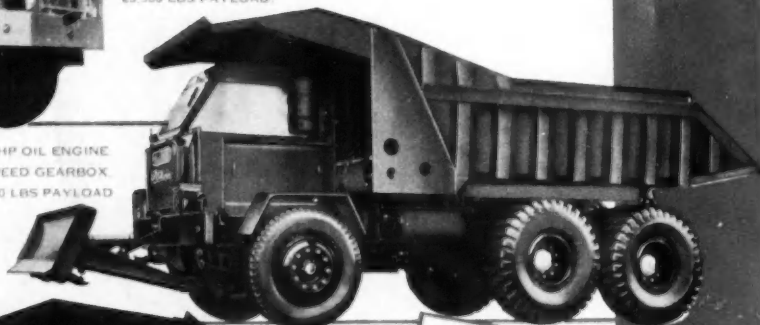
The  
**Foden**

range of dump trucks  
for your site  
and equipment

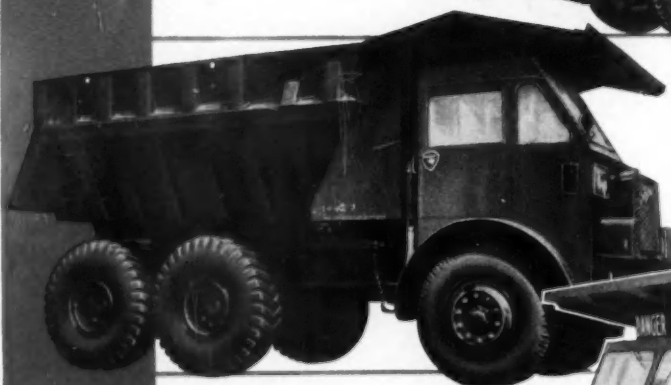
94 OR 100 HP  
OIL ENGINE.  
8 SPEED GEAR BOX.  
20,000 LBS PAYLOAD.



94, 100 OR 150 HP  
OIL ENGINE  
8 SPEED GEARBOX.  
23,500 LBS PAYLOAD.



112 OR 150 HP OIL ENGINE  
8 SPEED GEARBOX.  
33,600 LBS PAYLOAD.



150, 180  
OR 210 HP  
OIL ENGINE.  
12 SPEED  
GEARBOX.  
40,000 LBS  
PAYLOAD.

From the Foden range of  
dumpers you will find one  
that exactly fits your needs,  
but whichever you choose,  
it will be as tough and  
dependable a vehicle as you  
could find anywhere in the  
world.

300 HP OIL ENGINE  
TORQUE CONVERTER  
56,000 LBS PAYLOAD



**FODENS LIMITED**  
**SANDHAGEN CHESHIRE**

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1001



**For low cost deliveries—choose the**

# KARRIER 'BANTAM'

*Petrol or Diesel*

## 2-3 TONNER



*Example of the petrol-engined  
'Bantam' 2-3 tonner with special van bodywork.*

**E**ASY to handle, and with a high degree of comfort, this quality-built truck, available with alternative wheelbases, will give thousands of miles of trouble-free running. Furthermore, Rootes specialised service facilities are available throughout the country whenever needed.

### SALIENT FEATURES

- ★ Light diesel engine developing 54 b.h.p.; or 4 cyl. o.h.v. petrol engine developing 53.5 b.h.p., with long life chrome bores.
- ★ Full forward control with over 11' bodyspace on 8' 2" w.b. chassis; over 14' on 10' 2" w.b. chassis.
- ★ Gross vehicle weight 99 cwt.
- ★ Exceptional manoeuvrability.
- ★ Low platform easier and quicker to load.
- ★ Powerful hydraulic brakes.
- ★ Comfortable all-steel cab of imposing appearance.

**A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!**

KARRIER MOTORS LTD, LUTON

EXPORT DIVISION: ROOTES LTD, DEVONSHIRE HOUSE PICCADILLY LONDON W.1



### **ADVANTAGEOUS NEW TRADE TERMS FOR YOU—**

As a result of new marketing arrangements, it is to your advantage, more than ever before, to talk Thompson to your specialist supplier. Have a word, now, and see how you will benefit!

### **WIDEST RANGE OF VEHICLES COVERED—**

Look at the Thompson Application booklet. You will see how you get comprehensive coverage for all your Service requirements.

### **"VITAL LINK" FOR SAFER HIGH SPEED MOTORING**

Rugged, reliable, precision-tooled on the same plant as original equipment for the Vehicle Manufacturers—genuine Thompson joints are the components you fit with confidence!

*Free supplies of informative  
booklet for your staff:  
write now.*



**AUTOMOTIVE PRODUCTS COMPANY LTD  
LEAMINGTON SPA**

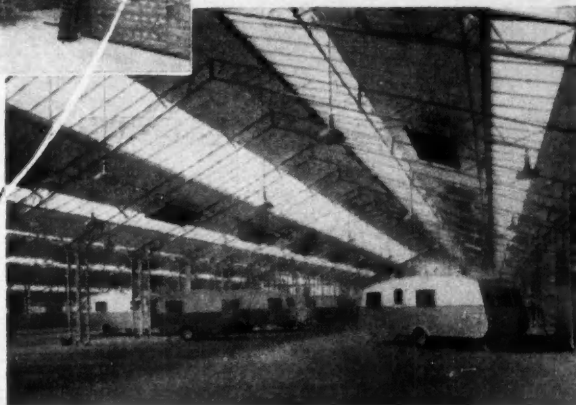
# COSELEY

## speed · space · economy



Picture by courtesy of  
Lenham Storage Co., Ltd.

Picture by  
courtesy of Eccles  
(Birmingham) Ltd.



### 'SPACE'?

that's an easy one! COSELEY rigid portal frames give free headroom right up to the ridge purlin—invaluable in warehouses and buildings to house large machinery. Again the COSELEY tapered vertical member allows the absolute maximum of clear floor space with minimum obstruction. For a given floor area and height to ridge purlin **NO BUILDING ON EARTH CAN GIVE YOU MORE SPACE THAN A 'COSELEY'.**

Send for literature CL/2

**COSELEY BUILDINGS LTD**  
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Makers of COSELEY STANDARD BUILDINGS and KINGSTRAND HOUSES  
— buildings for all purposes — buildings for all climates

# Leyland *with* **EATON** 2-SPEED AXLES



All over the world there are Leyland Comets on passenger service and all over the world Eaton 2-speed axles ensure the coaches have the right gear for every condition and load.

Whether pulling up steep hills with a full complement of passengers or skimming along the flat with 'plenty of room inside' maximum economy is always available at the touch of a switch.

Elimination of labouring and over-revving reduce engine and transmission wear, lower maintenance costs and cut your fuel consumption, whilst fast schedules are maintained with ease.

The coaches illustrated—all fitted with Eaton 2-speed axles—are in service in Africa, Britain, Spain and New Zealand.

## EATON AXLES LIMITED

VICTORIA ROAD, GREAT SANKEY, WARRINGTON, ENGLAND

In association with

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# More

# Homalloy

LIGHT ALLOY

REGD.

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Service Depot at

## ROCHFORD

ESSEX

**FOR ON-THE-SPOT SERVICE  
IN THE SOUTH-EAST CONSULT**

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LTD

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MANAGER: S. C. NEVE.



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Grams: Homalloy, Preston

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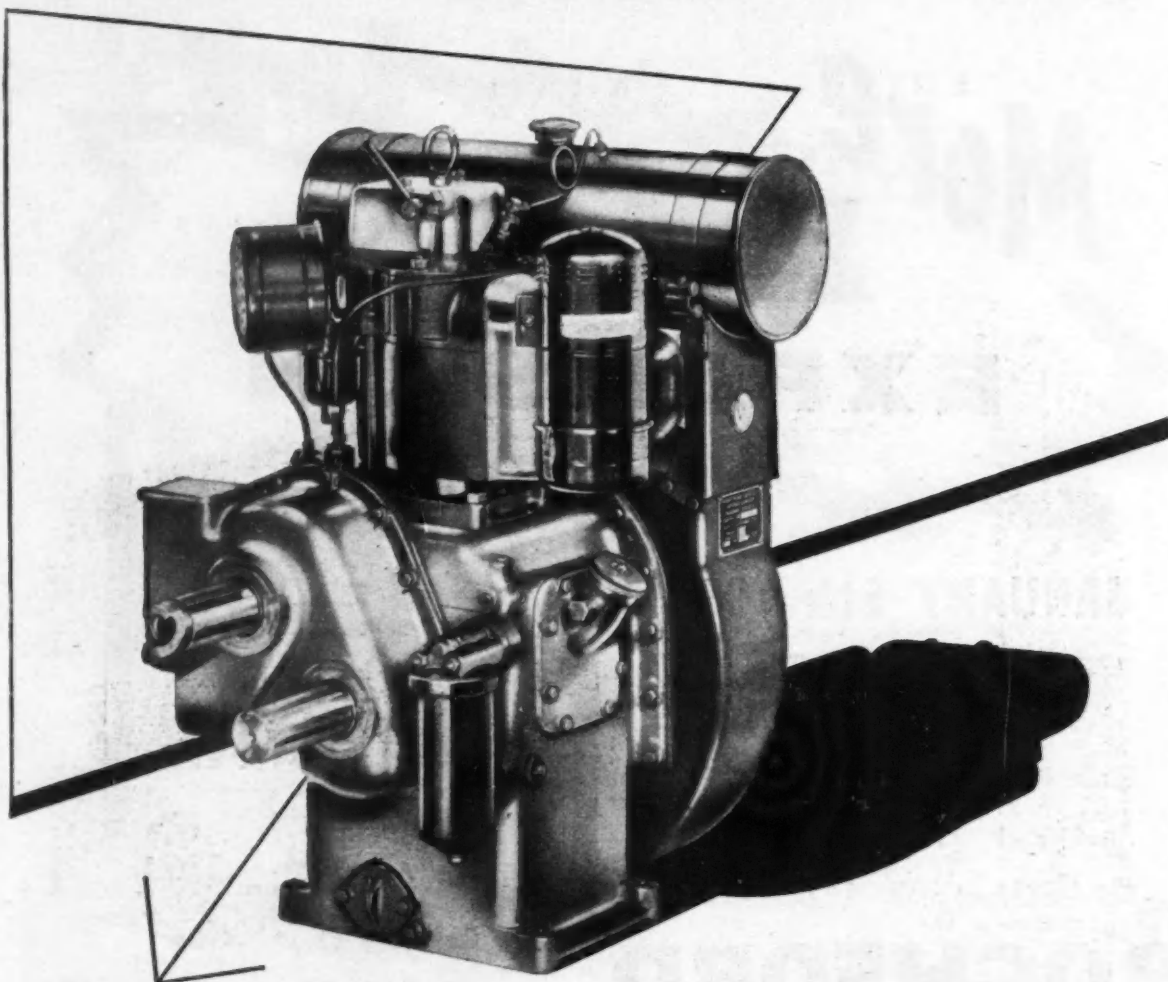
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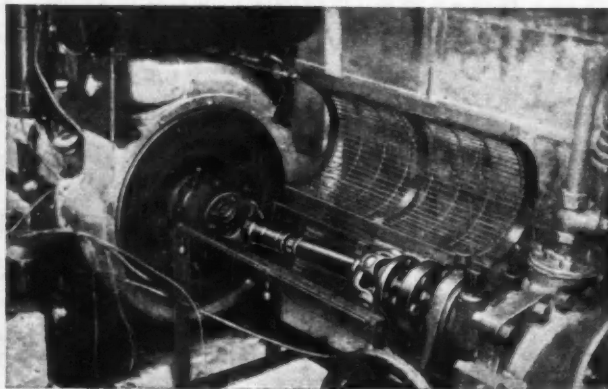
*Britain's largest Commercial Vehicle Body Builders*



## feet on the ground at Ansty

Armstrong Siddeley Motors Limited—famous for developing the Double Mamba and other aero engines, and rocket motors—keep their feet firmly on the ground, as well. Ansty is the birthplace not only of high-altitude engines, but also of diesels for industrial, agricultural, marine and land transport use.


HARDY SPICER LTD. are proud that their cardan shafts and universal joints are relied on extensively on the development test stands at the Ansty Engineering and Research Centre of Armstrong Siddeley Motors Limited.



Transmission Equipment of  
**Inherent Dependability** by

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Member of the **Birfield**  **Group**

**BRITISH ALUMINIUM****IN THE LEYLAND-MCW ATLANTEAN**

Shown at the recent Commercial Motor Show, the Atlantean marks a significant step forward in the development of passenger road transport. As suppliers to Metropolitan-Cammell-Weymann Ltd., British Aluminium are proud to be associated with this venture.

On the Atlantean, aluminium sections are used for the composite steel and aluminium body structure; aluminium tube is used for the hand and guard rails, and sheet for the panelling, roof and upper deck floors. Stair and wheel arch risers, upper and lower saloon front end linings are of aluminium chequer plate, whilst P-G-P treadplate is used for platforms and gangways. Aluminium castings are also incorporated in the structure.

**The BRITISH ALUMINIUM Co Ltd**



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47

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Transformer Housings	Heavy duty plugs & sockets
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# BEETLE

# DMC

**HIGH DIMENSIONAL STABILITY**

**GOOD SHOCK RESISTANCE**

**GOOD HEAT RESISTANCE**

Beetle DMC is a fibrous dough moulding compound consisting of an unsaturated polyester resin incorporating mineral fillers and reinforcing fibres.

It is economical because it is fast and simple to mould under low pressure in conventional compression presses. Mouldings made from this material have high mechanical and electrical strength, excellent dimensional stability and insulating properties. DMC opens up a host of new applications for plastics and in certain cases may be used to replace alloy castings. Two glass-filled grades are available — Grade A for general purposes and for electrical components; and Grade B — a self extinguishing material. Write for full details.



**A New GENERAL PURPOSE DMC: SISAL FILLED GRADE C**

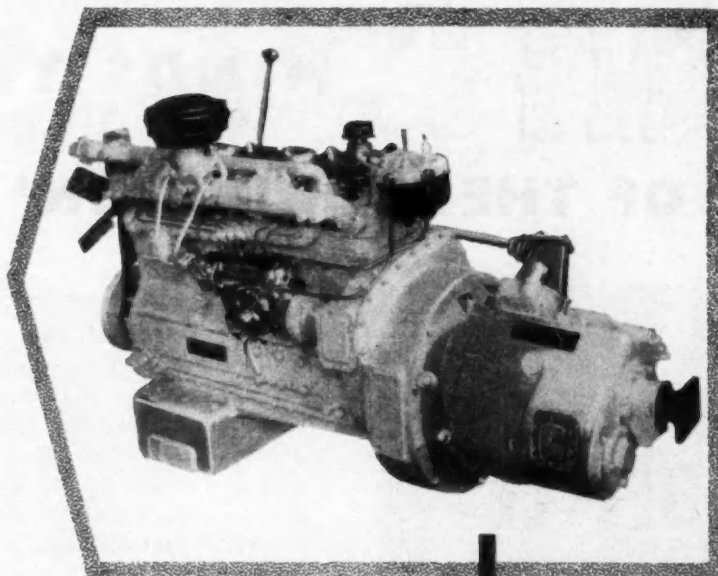
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- **ECONOMICAL**
- **POWERFUL**
- **COMPACT**

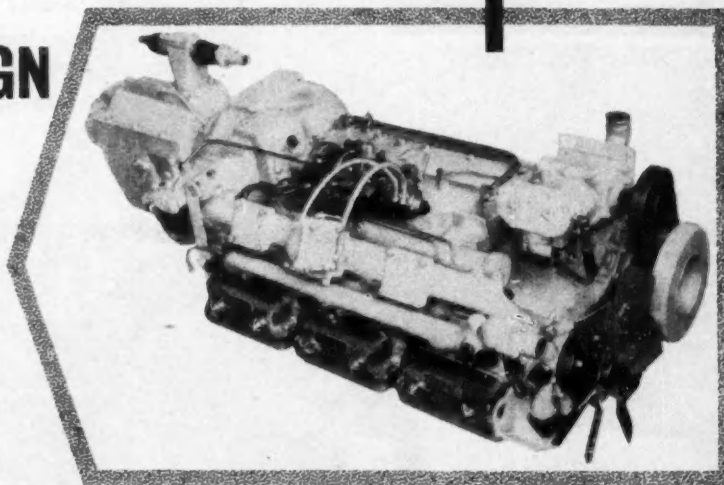


## **MEADOWS 500**

6DC500 Vertical, for goods vehicles of 12/14 tons payload capacity. 150 B.H.P. at 2500 R.P.M. Maximum Torque—390 lbs. ft. at 1475 R.P.M. Fitted with matched 5 speed Meadows/Porsche synchromesh gearbox and full forward control. Weight of complete unit—2050 lbs.

6HDC500 Horizontal, for underfloor mounting in maximum size luxury coaches and state service passenger vehicles. 150 B.H.P. at 2500 R.P.M. Maximum Torque—390 lbs. ft. at 1400 R.P.M. Fitted with matched 5 speed Meadows/Porsche synchromesh gearbox. Weight of complete unit—2000 lbs. The 6 cylinder development of the famous "330" 4 cylinder diesel.

- **MODERN DESIGN**
- **LOW PRICED**



**MEADOWS/PORSCHÉ  
SYNCHROMESH GEARBOXES  
MANUFACTURED IN THIS  
COUNTRY AND NOW AVAILABLE**



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## **DIESEL ENGINES AND GEARBOXES**

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FALLINGS PARK, WOLVERHAMPTON**

Telephone: Wolverhampton 31921

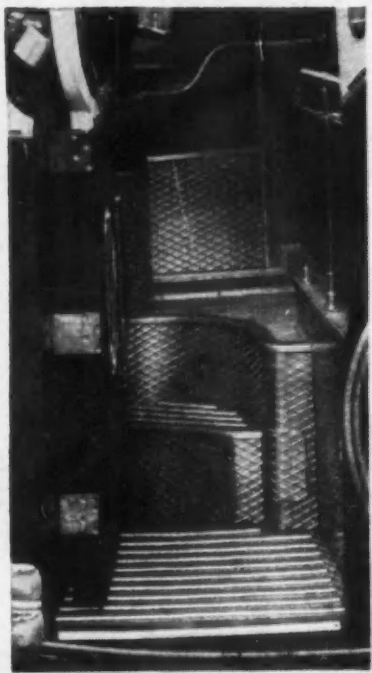
Telegrams and Cables: **OUTPUT**, Wolverhampton

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**'MG 5'**  
REGD. TRADE MARK

## MINDS THE STEPS

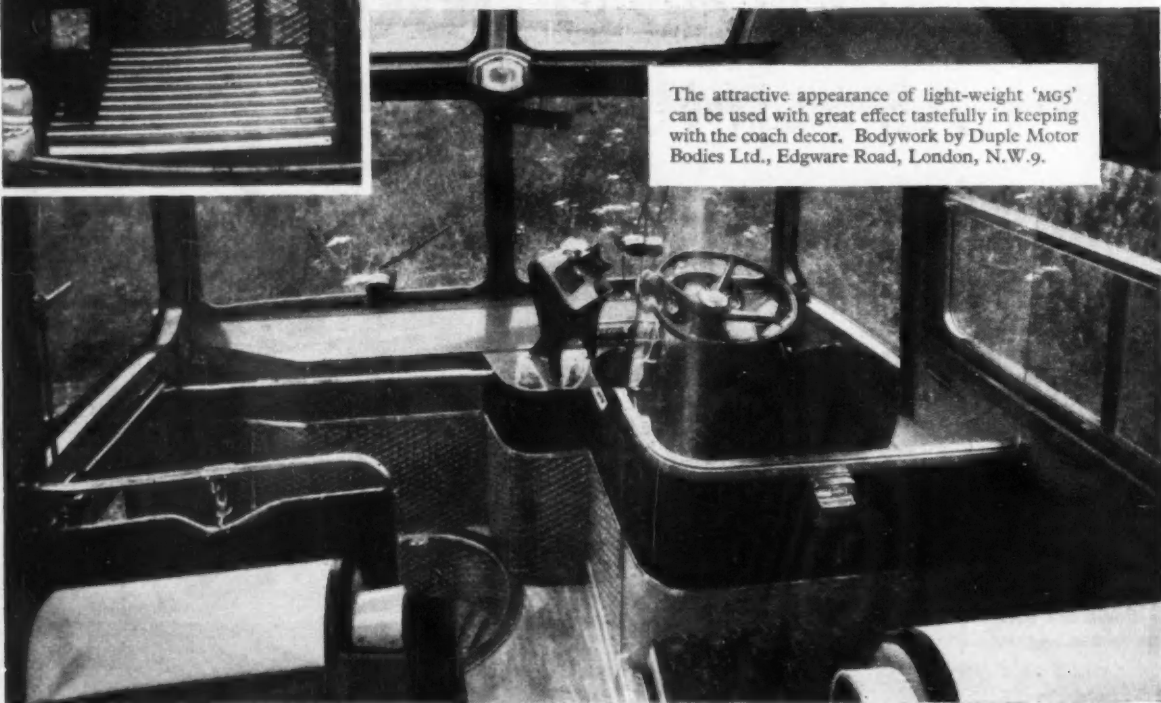
### OF THE 'DONINGTON'



The steps of attractive, non-slip chequer plate which greet passengers boarding the Duple 'Donington' coach give the most favourable of first impressions. But smartness is only one role of light-weight 'MG5' chequer plate in modern coaches. This James Booth diamond-patterned light alloy plate stands up to the roughest treatment, day in and day out—the kicking, scraping and treading of many feet and the grinding of mud and gravel underfoot. Then just a quick wash down brings it up clean and shining new. 'MG5' makes the ideal chequer plate for places subjected to the heaviest wear—stairs, decking, kickplates, wheel-arch covers and other furnishings. One-third of the weight of steel yet comparable in strength, 'MG5' will not rust, is resistant to corrosion and never needs to be painted.

*Our light alloys, which include the famous 'Duralumin' series, are used for many purposes in road transport. If you would like advice on how aluminium alloys can help you, please let us know. Our Technical Sales Section is always ready to help.*

The attractive appearance of light-weight 'MG5' can be used with great effect tastefully in keeping with the coach decor. Bodywork by Duple Motor Bodies Ltd., Edgware Road, London, N.W.9.



# James Booth

A member of the Delta Group

**JAMES BOOTH & COMPANY LIMITED**  
**ARGYLE STREET WORKS • BIRMINGHAM 7**

*Extrusions, large forgings, plate, sheet, strip, tubes and wire in brass and copper, as well as light alloys*

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**AS**

**USUAL**



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is preferred a CARRIMORE is always a good advertisement.

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**THE FIRST  
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SPECIALLY  
DEVELOPED  
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FIBRE  
MOTOR  
BODIES**



Complete cab moulded in glass fibre reinforced CRYSTIC polyester resin by Transport Equipment (Thornycroft) Limited, mounted on their Swiftsure HL/JR6 chassis.

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*Polyester Division*

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## Reversing DANGERS BANISHED!

**NOW YOU CAN SEE ALL THE ROAD  
BEHIND THE VEHICLE thanks to the  
NOTEK REVERSASCOPE**

At last a real solution to the problem of reversing has been found. The driver looks straight down through a viewing cover in the cab floor, into the mirror below, to obtain a clear panoramic view of what is going on directly behind the vehicle, both close up and in the near distance—the part of the road that can't be seen in the normal exterior mirrors.

The NOTEK "REVERSASCOPE" consists of a viewing cover (8½"×6") with robust convex mirror (9"×5½").

Price £7.4.0

**NOTEK**  
BROMLEY · KENT

## NOTEK FOGLITE

Designed exclusively for fog. Projects an extra-wide flat-top beam with maximum illumination value.

## VARIOMATIC ADJUSTMENT

A turn of the screw precisely adjusts the vertical aim—a vital need in fog. Automatic spring resetting eliminates damage from road shock and accidental bumps. An exclusive NOTEK feature.

Price £4.4.0 all chrome. £3.18.0 black and chrome, complete with cable, switch and bracket.





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**VIGZOL**

**LUBRICATION**

**For the invariable quality  
demanded by Britain's  
most progressive  
Commercial vehicle users  
and Fleet Operators**



**THE VIGZOL OIL COMPANY LTD • VIGZOL HOUSE • GREENWICH • LONDON S.E.10**

**FOR ECONOMICAL OPERATION fit..**

**BIGGER  
MILEAGES  
BETWEEN  
OVERHAULS**

**LOWER OIL  
CONSUMPTION**

**LESS  
FRICTION**

**LESS WEAR**

**LESS FUEL  
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**★ WRITE  
FOR FOLDERS  
DEPT. O.18.**

## VACROM

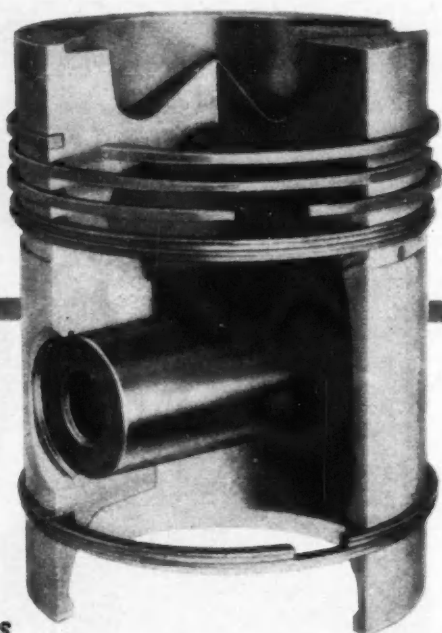
**Chrome Plated Compression Rings**

VACROM COMPRESSION RINGS manufactured in tough material plated on the periphery with hard dense chromium—resistant to collapse and wear under arduous conditions.

## K.S.S.

**Chrome Plated Oil Control Rings**

KSS OIL CONTROL RINGS consist of two identical segments, chromium plated on the periphery to resist wear. The two segments are completely independent of each other, thus do not lift simultaneously from the cylinder wall by piston rock or hydraulic force. Oil control efficiency is double that of the equivalent orthodox grooved and slotted rings.



### HEPOLITE DIESEL PISTONS

HEPOLITE DIESEL PISTONS ensure long life with economical operation. Designed with robust sections for maximum heat flow to eliminate ring sticking, fitted with all chrome plated rings and sturdy gudgeon pins of high quality steel for long life and low wear, intermediate "piston docks" can be omitted and complete overhauls extended by two or three times.

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**Duramin moves an earth-mover 367 miles**

**-demonstrates phenomenal strength under concentrated loads**

Move a mechanised miner. That's a tall order. No text-book ruling for this kind of job. A long, long, exhausting haul, stretching from the far reaches of East Scotland down to the South of Wales. No mean feat. The payload—an earth-moving grab-bucket and boom, mechanised to excavate coal at an open-cast mine. Its weight—really big figures in tonnage; a concentrated load pin-pointed on a few feet of flooring! A mammoth undertaking for bodywork of standard construction. George Read (Transport) Ltd. of Mitcheldean, Glos. (a user of Duramin bodies for the past 20 years) carried out this strenuous contract with a Duramin-bodied Leyland Octopus fitted with Heavy-Duty Patented Duraplank flooring—and not a whisker of trouble all the way!

Duramin bodywork maintains incredible body strength under the most rigorous working conditions. Duramin means *lighter* bodywork—lightness without the slightest decrease in body strength. Duramin means increased payloads and reduced cost. Why not go into the matter of bodywork by Duramin today?



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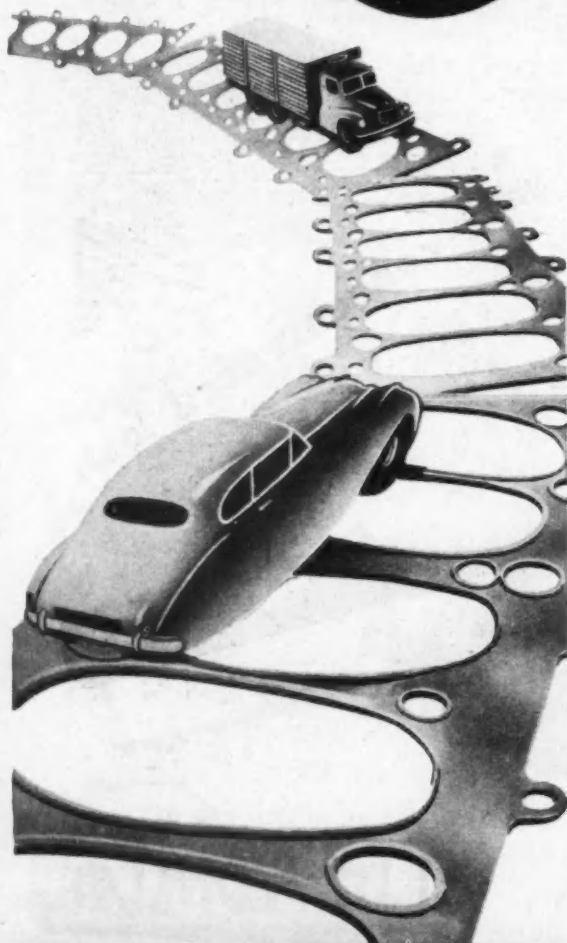
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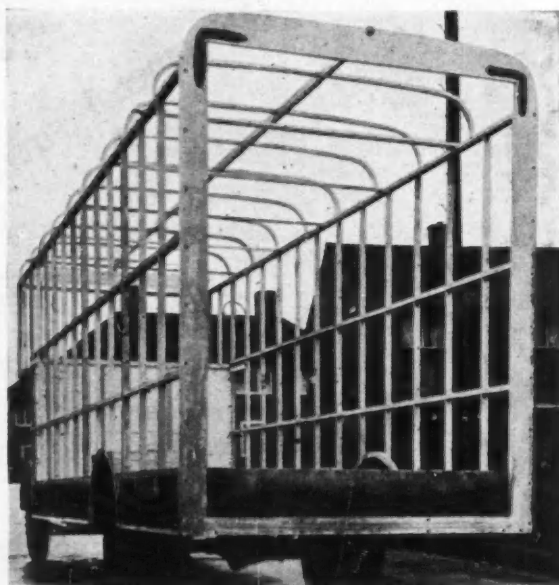


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*Photograph by courtesy of Edward Howard & Sons*

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For over 70 years Gliksten Hardwoods have proved their dependability—accurately graded, perfectly seasoned and delivered on time from stocks of ever-increasing variety. That's why so many of Britain's leading motor body manufacturers obtain their entire Hardwood supply from Glikstens.

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# LINK-UP WITH SPEED AND EFFICIENCY



**Taskers** latest advance in semi-trailer design . . . the outstanding

## DOUBLE SAFETY

### Automatic COUPLING

(World Patents Applied for)

#### SEMI-TRAILER PORTION

Can be used with prime movers already fitted with existing types of automatic gear, or can be fitted as a replacement for existing coupling gears. Double-Safety features include:—

1. Two positive safety locks to prevent collapse.
  2. Auxiliary support legs.
- Also incorporates replaceable king-pin; hand-brake with spring-loaded ratchet preventing accidental release; graphitized fabric with gutter to obviate entry of grit.

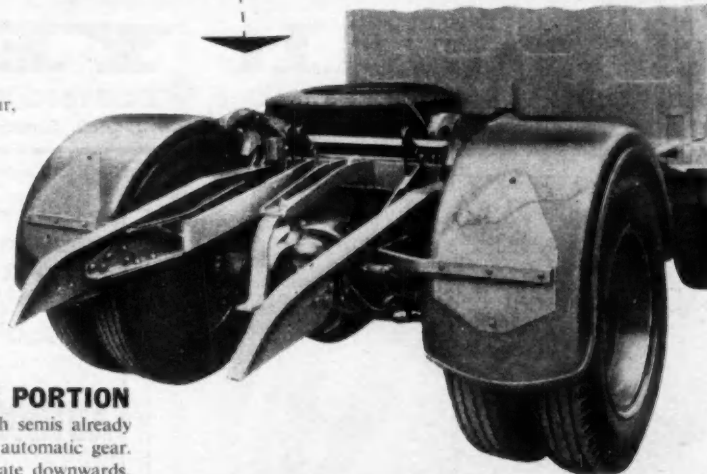
#### PRIME MOVER PORTION

Can be operated with semis already fitted with existing types of automatic gear.

Coupling hooks operate downwards, completely securing load rollers which cannot escape accidentally. Double locks are incorporated on coupling cams. Automatic safety catch is fitted to release lever. Brake movement

#### DOUBLE SAFETY

Auxiliary legs prevent absolutely any collapse further than the artificially-produced position shown here.



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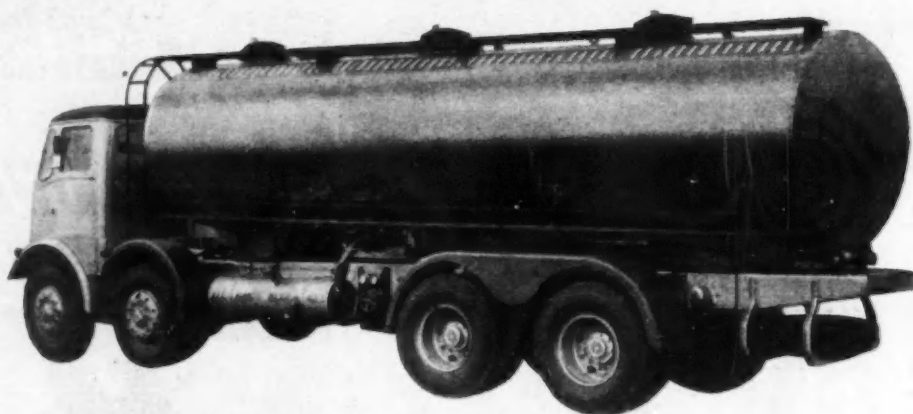
Manchester, 4. Telephone: Deansgate 6009.



**EASE OF HANDLING**  
and degree of turn . . . steering of detached semi-trailer to well over 90 degrees lock is easily accomplished by steering bar.

**WRITE FOR PUBLICATION No. 1210**

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Your enquiries and problems arising out of the transport of liquids and powders in bulk will be dealt with by specialists of over 30 years' experience at Yewco. We supply road transport tanks in mild steel, stainless steel, aluminium alloy, m.s. rubber lined, etc., for the carriage of any material. Deliveries are good, and your enquiries will receive prompt attention.

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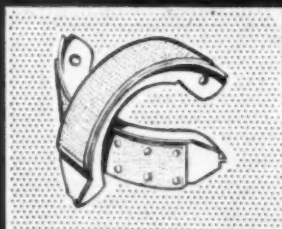
①

Girling replacement shoes are inspected to the standard of original equipment



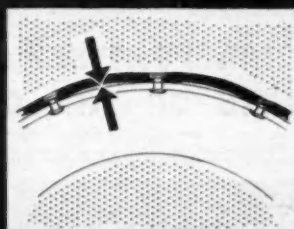
④

They save you garage time by being perfectly simple to fit



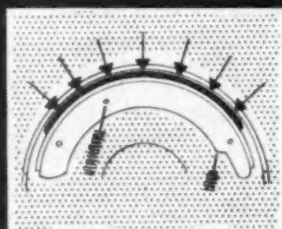
②

They are correctly riveted or bonded and precision ground to specified contours



⑤

They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



③

They bed down quickly to full contact area and give highest efficiency braking in minimum time



⑥

They are your assurance that your vehicle braking is as good as new

**Don't reline—replace with  
GIRLING FACTORY LINED  
REPLACEMENT BRAKE SHOES**



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PARTS SERVICE

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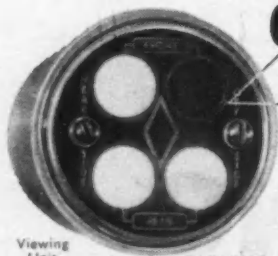
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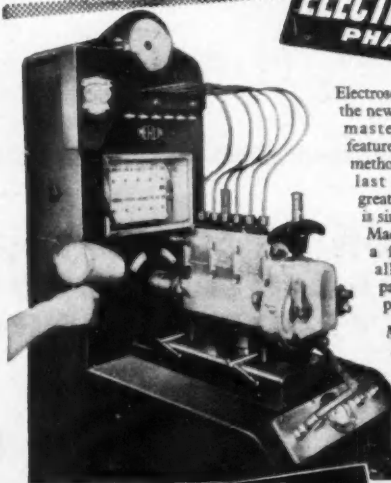
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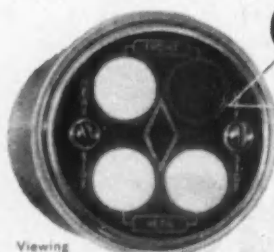
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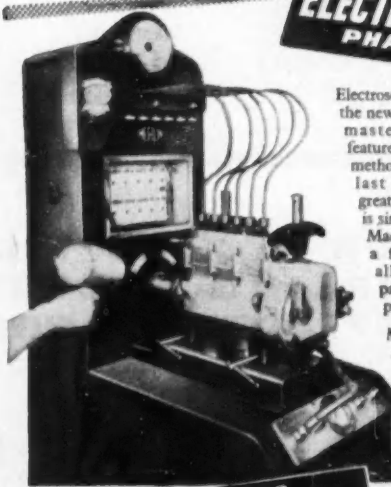
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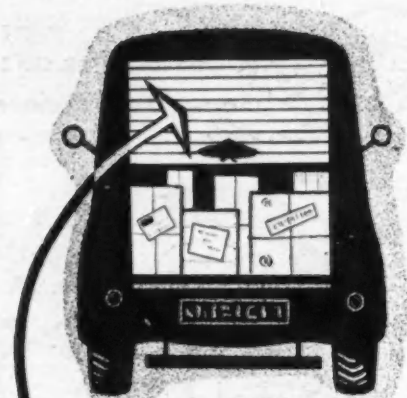
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## Stunned Silence

**O**PERATORS are beginning to give serious consideration to the problems that will arise when the London-Birmingham motorway is opened.

Existing designs of heavy vehicle appear to be sufficiently robust to withstand sustained driving at 50 m.p.h.—assuming that they are capable of such speeds—but there are growing doubts about the suitability of most of the present braking systems and tyres for rapid travel on motorways.

The difficulties that are likely to occur were well ventilated last week by members of the Automobile Division of the Institution of Mechanical Engineers. It was generally agreed that commercial vehicles were not likely to exceed about 55 m.p.h. and that stability when braking, particularly on icy surfaces, was of vital importance. A member suggested that 50 per cent. efficiency for the foot brake of an eight-wheeler was insufficient, but it was quickly pointed out that extremely powerful brakes could cause danger to passengers in coaches and to drivers of goods vehicles if loads shifted forward.

There is clearly a need for a system that will bring a heavy vehicle rapidly to a halt without setting up dangerous stresses. Brake designers are, in other words, being asked to defy the force of kinetic energy. At the same time, complete stability on ice must be assured when the brakes are fully applied.

### Only One Rear Wheel Braked

These requirements form a challenge to which Mr. G. Grime, of the Road Research Laboratory, suggested an answer so radical that his hearers were surprised into silence. His proposal was that light vehicles should be braked on only one rear wheel. He admitted that to do so would reduce braking efficiency by 20 per cent., but, on the other hand, he argued that it would preserve stability.

The explanation of this theory is that the momentum of a vehicle travelling in a straight line can be represented by a force acting along its axis in a forward direction through the centre of gravity. When a vehicle is being braked on an icy surface, the one point continuing to move in a straight line will be the centre of gravity. The mass of the vehicle will tend to swing round this point and the driver may lose control.

*—Greets an Authoritative Suggestion of One-wheel Braking at the Rear to Increase Stability*

Whether or not this turning action develops depends upon the total friction between the front tyres and the road, compared with the total available at the rear. In effect, the centre of gravity pulls the vehicle forward if the total road-to-tyre friction at the rear exceeds that at the front, and pushes the vehicle if the friction is greater at the front. With a higher degree of friction between the front tyres and the road, the result may be compared with an attempt to push a trolley with castors, instead of pulling it.

To preserve stability, the centre of gravity must pull against a resistance rather than push against an opposing force. So long as road-to-tyre friction at the rear is greater than the total friction provided by the front two wheels, the vehicle will skid in a straight line.

### Preventing Slides

Because the coefficient of friction of a revolving wheel is appreciably higher than that of a locked one, Mr. Grime maintains that, if one rear wheel cannot be locked by full application of the brakes, the increased total friction of the two rear wheels will prevent a turning action when both the front wheels and the remaining rear wheel are locked.

Coming from a lesser authority this theory might be dismissed as moonshine. Common experience with unequally braked wheels seems to show that the results are the opposite of those predicted by Mr. Grime. It is significant, however, that nobody at the meeting challenged him or inquired whether he had tried out his theory in practice.

It is easy to imagine the unequal stresses that would be set up in suspension and transmission systems and frames by repeated brake applications on one rear wheel. Arrangements would have to be made to combat them and the system operating on the three wheels would have to be of exceptional efficiency to remain acceptable despite a loss of 20 per cent. effectiveness. It may be that Mr. Grime has started an entirely new trend of thought on the subject of brake design.

As regards tyres, most manufacturers are known to be anxious about the results of sustained high-speed travel by heavy vehicles and are trying to produce suitable covers in time for the opening of Britain's first long-distance motorway.

## Train the Trader

THE "kerb space is precious" campaign, to be introduced nationally by the Traders' Road Transport Association on March 2, is one of the most useful and practical enterprises ever undertaken by the Association. It has the blessing of the Minister of Transport, who inaugurated it in the London area last year. He said at the time that the campaign did not entirely remove the possibility that further restrictions on waiting by goods vehicles might have to be imposed, but he welcomed the co-operation of commercial-vehicle users in dealing with a difficult situation.

Unfortunately, the success of the movement does not depend entirely, or even largely, on the goodwill of operators. They are in the hands of consignors and consignees of goods, who determine how long a vehicle must wait at the kerbside to deliver or collect a load. If operators were in control of the situation there would be little waiting in the streets.

The energetic action being taken by the T.R.T.A. should convince the various trade bodies concerned of the urgency of the problem, and it is for them to impress on their members the necessity of prompt clearance of vehicles. There are already welcome signs of co-operation by chambers of commerce, the co-operative societies and others, but lack of a sense of urgency on the part of only one or two traders in a street could destroy the effectiveness of the campaign in that area. The education of traders in the value of street space must be thorough and rapid.

Bus operators should benefit greatly by the success of the movement. An increase in average speeds would help to reduce operating costs and attract passengers to faster, more punctual services. They might, in their own interests, lend their aid to the T.R.T.A.'s campaign, perhaps by publicity in their buses and in various other ways.

## Passing Comments

### *A Worthwhile Association*

IT has for long been the impression amongst many technicians that the Diesel Engineers and Users Association, 18 London Street, London, E.C.3, which was founded in 1913, has been concerned almost solely with power units employed for stationary purposes. This has applied also to the Association's interest in gas turbines.

Actually, this is a misconception and the body has recently issued a leaflet setting forth concisely the benefits offered to those connected with oil engines and gas turbines for all classes of application. Technicians responsible for the design, manufacture or maintenance of these units are eligible for membership. Other people interested in them in any way are eligible for subscribership, or the special subscribership (E) at a reduced subscription of £2 2s. per annum, compared with the £3 3s. for the two other grades, which is available to those concerned with education in power production. Whilst members and subscribers have equal privileges, control is vested in the members.

Included among the facilities are friendly, informal meetings held monthly in the winter, and visits to appropriate engineering establishments in the summer, whilst the six issues of the proceedings include the well-known "Working Costs and Performance Report." Meetings are now held in the Memorial Hall of the Institute of Marine Engineers, where there is more room for visitors, and the conditions are much better than formerly.

Whilst nearly all the larger manufacturers are subscribers, as are many of the bigger users, the main membership is comprised of smaller users, whose experience helps the makers to improve their products.

### *Putting it on the Spot*

RESEARCH on the properties of lubricants has, in the past, been mostly concerned with these materials in their bulk form. A newer approach to the problem is to study their performance in the small but critical areas of near contact. Such a contact is where a ball "rolls" on the raceway in a bearing. The basis of the test is how well a lubricant serves its purpose on the spot.

A26

### *Some Early Touring Maps*

A CONTRIBUTOR to this journal states that although map making began some 4,500 years ago, the touring map came into existence only with the automobile age, and that the first appeared in the *Chicago Times-Herald* in 1895 in connection with a Thanksgiving Day meeting.

This may have been so in the States, but in Britain road maps and routes measured from well-known spots such as Hyde Park Corner, London, Holborn Bars, etc., with the names of towns and cross-references as to the routes on which they lie, were published well before A.D. 1800. In fact there are one or two in the offices of *The Commercial Motor* dating from as early as A.D. 1791, whilst another, printed a few years later, contains a record of a case in the Court of King's Bench in which the publisher took action against another for "piracy" of his publication and plagiarism.

### *Wolf in Sheep's Clothing*

A PERFECTLY innocuous-looking 30-cwt. van which is regularly employed on wages collection for a company with over 2,000 employees, provides several surprises for any bandits foolhardy enough to risk attacking it. This vehicle, which is operating in Britain, but the whereabouts of which must not be disclosed, is painted in the standard livery of the company and is indistinguishable from other vehicles in the fleet. Those lucky enough to be shown the interior, however, see several non-standard items!

For example, two short-wave radio sets are fitted, one in the cab and the other in the main section of the body, which is separated from the cab by a glazed partition. The glazing in this partition and in the rear doors is protected by wire screens which are strong enough to withstand blows from ice picks or other weapons which have been used on previous occasions to break into such vehicles. Inside the cab there is a powerful electrically operated siren which, in addition to being controllable from the cab, can also be operated by means of a long cord which reaches through the van and can be held by the security officer when the van is actually being loaded outside the bank. At the first sign of trouble the cord is pulled, whereupon an



insulating pad is jerked from between two contacts and the siren wails its warning.

A thick stainless-steel bar is bolted into the floor at the rear of the body and to this the money boxes are chained and padlocked, stainless steel also being used for these items. Self-locking padlocks are employed and these are opened when the van leaves the factory and the keys left behind, it being necessary only to snap them shut when the boxes are in position. The rear doors themselves are not locked but are barred from inside, thereby giving the occupants of the van a chance to get out in the event of an accident.

There are seats for four persons in the body against the partition, and in addition to having the short-wave radio and the siren control these personnel can switch off the engine ignition from a concealed switch inside the body, there being two more concealed switches within the cab.

A security officer travels in the cab and he carries a "powder pistol" which is loaded with a blue powder to enable the officer to mark an attacker. No proper fire-arms are carried, however, the other personnel being armed with truncheons—which might well also leave blue marks!

### New Process for "Plate" Glass

THE idea of the century for glass making has been developed by Pilkington Bros., Ltd., and is referred to in *The Financial Times*. It is called the "Float Process" and was originally put forward in 1952 by Mr. A. Pilkington, technical director of the company.

The essence of the scheme is to float the molten glass on a bath of melted metal so that, while it is soft, it touches nothing but liquid. Thus the natural surfaces of the glass are preserved, uniformity of thickness is obtained and no grinding is required. In fact the fire-polished surfaces are said to be better than those achieved by the former grinding and polishing, whilst the method is continuous.

Although glass of this type is being supplied to Triplex for motor vehicles and will later be available for building purposes, mirrors and shop fronts, it is believed that it will be many years before the present normal production methods will be entirely replaced, but the new glass should become cheaper, as the plant will be smaller, less costly and will not require so much manual labour.

## One Hears—

From Sir John Elliot that management is an art, not a science.

That some managers might be considered as artful, if not "arty."

That American transport experts predict the end of passenger-carrying rail services by 1970.

That Canadian bus operators foresee a similar trend in their country and look forward to expansion and prosperity.

That chatting mothers awaiting schoolchildren often set a bad example to them by stepping backwards off the pavements.

The query: Would it be fair to expect the Illuminating Engineering Society to celebrate its Jubilee without becoming lit-up.

That those who do not wish to hear can have electronic "ear muffs" which create noise equivalent to that offending, but opposite in phase.

That this artificial quietude is not suggested as being useful in the case of home arguments.

That if a "no standing" order became general, bus services and bus crews would lose still more standing in the estimation of the travelling public.

That the carburizing of parts can be controlled to fine limits by Homocarb electric gas furnaces used in conjunction with their Microcarb instrument.

Of a 200-passenger air-conditioned articulated trolleybus being operated in Russia.

That it has four entrances, but only three exits: once you're in you're in!

That lazy people may take the most trouble, but it is nothing to the trouble they make for others.

As a comment on Wingard's Sahara heater "That anything which can heat up the Sahara must be good."

That although it may sound strange to the uninitiated, the use of stillage is a modern proof that this is an age of progress.

That by adding certain wood tars to the electrolyte, tin can be deposited in bright form without the need for polishing.



# Ownership Tangle Results in A-licence Revocation

**A**FTER hearing of a complicated business arrangement involving two A-licence vehicles, Mr. W. P. James, West Midland Licensing Authority, last week struck off one of the lorries, and threatened to do the same to the other unless the licensee, Mr. T. Harvey, Stoke-on-Trent, could satisfy him that he actually owned the vehicle and employed the driver. Mr. Harvey was given a month to produce proof of ownership.

Opening the inquiry at Hanley, Mr. James said it appeared that the two vehicles specified on Mr. Harvey's A licences were not owned by him. The drivers were employed by Chadwick's Melville Garages, Ltd., Stoke, and accounts for work done by the vehicles were submitted to them. Also, the work done between July and October, 1958, was not in accordance with the normal user granted at the 1957 renewal.

Mr. G. C. Tinsdill, for Mr. Harvey, said he had held A licences for two vehicles since 1933 and prior to nationalization, also had three vehicles on contract A licence with G. Howson and Sons, Ltd., pottery manufacturers, Hanley.

Because of trouble with permits for long-distance work, Mr. Harvey became Howson's transport manager in 1951 and all his vehicles became their property and were transferred to C licence. However, he retained the A licences and it was agreed that he could remain in business on his own account.

## Agreed to Buy Business

Mr. Harvey said in evidence that soon afterwards he agreed with a Mr. Davey, a private haulier and a director of Chadwick's, that two vehicles should be sold to Howson's by Mr. Davey to be operated under Mr. Harvey's A licences. An agreement was entered into for the eventual purchase of the business by Chadwick's for £3,600, less the price of the vehicles.

Mr. Davey ran the vehicles for a while, but when he left that company it was arranged that Chadwick's should continue to operate them until they could raise the purchase price. Shortly afterwards, Mr. Davey died, and the arrangement continued until 1957, when the licences were due for renewal.

Mr. Harvey then decided that he wanted to take up his old work again, and was granted a licence with the original wide normal user. The agreement for Chadwick's to purchase was not implemented and for the past four or five years the company had paid him £120 a year out of profits.

Mr. R. Chadwick, managing director of Chadwick's Melville Garages, told Mr. James that Mr. Harvey was introduced to him by Mr. Davey in 1951 as a haulier who had two A licences to dispose of. He agreed to provide vehicles and run the business and later take it over. After Mr. Davey's death he attempted to put the agreement into effect, but Mr. Harvey refused to implement it, saying he wanted more money now that restrictions on long-distance work had been removed.

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The original vehicles were replaced by new ones in 1956 at a cost of £1,600 each. They were owned by his company and shown in their assets. The £120 paid annually to Mr. Harvey was for using the licences.

Mr. A. Collinson, for Chadwick's, said a ridiculous situation had developed over a period and neither party had any idea of the true legal position. However, the legal ownership must still be Mr. Harvey's.

Mr. James said he was satisfied that Mr. Harvey had made a false declaration of ownership of the vehicles and of normal user. The vehicles had been employed in carrying building materials locally instead of doing their original work.

The licence for the older vehicle would be revoked, and if Mr. Harvey wanted to keep the second he must prove that he owned it and operated it with his own driver. He would be given a month, after which there would be further inquiries. If he was not then operating properly further action would be taken. The revocation would take place within seven days.

## THAMES 10-TON TIPPER

**T**HE first Thames Trader six-wheeled 10-tonner to be produced has been delivered to the Southern Gas Board for operation in the Bournemouth region. The 7-ton tipper chassis has been lengthened and strengthened to accommodate a third axle, and carries a 25-cu.-yd. light-alloy body by County Commercial Cars, Ltd., Fleet, Hants.

The 10-ton body is 17 ft. long, 6 ft. 11 in. wide and 5 ft. 9 in. high, and is provided with Edbro 4 LNS power-operated hydraulic twin-vertical-ram end-tipping gear. As a safeguard against overloading there is an inspection door on each side of the body to enable the driver to check the levels. A low centre of gravity is obtained by mounting the rear tipping trunnions on outrigger brackets bolted outside the chassis members.

## 6% MORE VEHICLES

**P**ROVISIONAL figures issued by the Ministry of Transport this week show that, in the September quarter of 1958, there were approximately 7,904,400 vehicles licensed in Great Britain. The figure represents an increase of 6 per cent. (477,300) compared with 1957.

The largest advance (8 per cent.) was in cars, totalling approximately 4,549,500. Goods vehicles showed an increase of 4 per cent. and numbered 1,268,500. Only hackney vehicles, at 97,000, showed a decrease (of 2 per cent.).

## Reading Discussions on Inter-working

**E**XPLORATORY discussions on some degree of integration are being held between Reading Transport Department and the Thames Valley Traction Co., Ltd. Considerable local interest has been aroused by the suggestion that a form of merger might result in more frequent and, perhaps, cheaper bus services.

At present, the municipal undertaking serves the public within its own boundaries. Thames Valley operate a fleet of more than 300 buses, many of them based on Reading, covering a wide country area. The company are obliged to charge a "protective fare" within the borough boundary.

It is hoped that an inter-working scheme would result in the removal of the protective fare arrangements and, at the same time, allow corporation buses to operate farther afield. A reduction in running costs of both operators might well be reflected in lower fare scales.

Although the first hint of a proposed merger of interests came six months ago, it is understood that, at present, talks have progressed little beyond the preliminary stage.

## TWO NEW VERSIONS OF MASTIFF

**T**WO new versions of the Mastiff have been produced by Transport Equipment (Thornycroft), Ltd. Particularly recommended for tanker bodywork, one has a 14-ft. 6-in. wheelbase, thus coming intermediately between two standard types with wheelbases of 12 ft. 6 in. and 16 ft. 6 in. The overall chassis length is 24 ft. and the recommended maximum body length 18 ft., whilst the unladen weight of the chassis in licensing order is 3 tons 19½ cwt., plus 5½ cwt. for the makers' own plastics cab. The Mastiff is designed for 14 tons g.v.w.

The other model is a 9-ft. 6-in. wheelbase tractor for a recommended gross train weight of 20 tons. Distance between the rear of the cab and the centre line of the back axle is 7 ft. 11½ in., and the chassis weight is 3 tons 15 cwt. plus 5½ cwt. for plastics cab. A two-speed rear axle can be fitted.

## TOWN ROAD EXHIBITION

**T**RAFFIC congestion in large towns can be overcome without wholesale demolition or the banning of cars. That is the theme of an exhibition opened by the Minister of Transport in London on Wednesday.

"Town Roads for Today—and Tomorrow," at the Institution of Civil Engineers, Westminster, is organized by the British Road Federation and is open to the public until next Saturday.

## OLYMPICS FOR JAMAICA

**F**IFTEEN Leyland M.C.W. Olympic underfloor-engined chassisless buses are to be built for Jamaica Omnibus Services, Ltd. The 44-seat vehicles will be 35 ft. long and will have two entrance doors. The engines specified are Leyland O.600 125 b.h.p. oilers. Semi-automatic Pneumo-Cyclic gearboxes and automatic lubrication equipment will be provided.

## Tribunal Reject "Artic" Plea

A HAULIER who wanted to surrender a special A-licence rigid vehicle in preference to an articulated outfit on A licence had his appeal dismissed by the Transport Tribunal in London on Monday. He was Mr. J. Birks, Utttoxeter, whose original application for the change had been rejected by the West Midland Licensing Authority.

Mr. J. R. Samuel Gibbon, for Mr. Birks, agreed that if the grant were made there would be a small increase in carrying capacity, but said that was not the object of the application. The bulk of the work had been the transportation of excavators for the Utttoxeter manufacturers. The evidence was that they could not be satisfactorily transported on the smaller of Mr. Birks' two special A-licence vehicles.

Mr. J. Amphlett, for the British Transport Commission submitted that if the appeal were allowed, the earning capacity of the new vehicle would be more than 50 per cent. higher than that of the one it replaced.

Announcing the Tribunal's decision, Mr. Hubert Hull, president, said that whilst output of excavators had increased, the simple fact was that this extra tonnage had been accommodated by Mr. Birks. The manufacturers had complained of delays of about one day, but this did not amount to inconvenience.

Therefore, the matter rested on the effect of the manufacturers' growth upon the rest of Mr. Birks' trade. There had been a drop in the amount of cattle food carried, but this was due to abnormal conditions—an over-lush amount of grass. Was it, then, reasonable for Mr. Birks to be forearmed

against this contingency through being given a vehicle capable of carrying his usual amount of cattle food in case conditions returned to normal?

The Tribunal were not prepared to say in advance that during the present season Mr. Birks would be called upon to carry cattle foods at the rate he had done under normal conditions.

In the next few months, when the state of the grass could be better ascertained, Mr. Birks would know whether he had had to refuse customers who wanted him to carry cattle food and, as he would this year be seeking replacements for his expiring special A licences, this would be a matter which he could place before the Licensing Authority.

### FROM SEA TO ROAD

FREIGHT between Edinburgh and London which is shipped by London Scottish Lines, Ltd., is to be diverted to road. The coastal service has been operated for 150 years, but strikes at the London end have resulted in trading losses.

No details of the proposed road service have been announced. At present, the company's two vessels are lying at Leith Docks awaiting instructions.

### 45% EXTRA PAY DEMANDED

THE central busmen's committee are stated to be asking London Transport for an increase of 45 per cent. in wages for the drivers of one-man buses. The present extra payment is 15 per cent.

The matter arises out of London Transport's proposal to introduce 20 one-man operated buses on three routes on May 13.

## R.H.A. Policy and Leadership Reviewed

A DRAFT policy statement and reports from the areas on the question of the appointment of a president—paid or otherwise—were matters considered by the Road Haulage Association's National Executive Committee on Wednesday, and National Council yesterday.

Mr. R. N. Ingram, national chairman, forecast at the Association's conference last October (*The Commercial Motor*, October 17) that the policy statement would deal with licensing, problems affecting the capital and financial structure of the industry, ownership of the industry, relations with other bodies, including the British Transport Commission, labour relations and rates. When approved, the statement will be circulated.

It is understood that all but one of the areas had submitted views on the question of the appointment of a president. Numerically, the majority of the areas appear to be opposed to any change in the present arrangements for the leadership of the Association.

Roads were also considered at both meetings. A resolution from last year's conference about the appointment of a public highway authority was one of the

matters on the agenda. Another was a plea for uniformity in street lighting and road surfaces from the Metropolitan and South Eastern Area.

The West Midland Area urged that the idea of a maintenance advisory committee, which has been so successful in the West Midlands, should be extended to other areas. [This point is made in a leading article in *The Commercial Motor* on December 12, 1958.]

Another important item was the public relations campaign to start on March 1.

Reports were received of cases in which employers had been prosecuted for incorrect entries on drivers' records when they could not reasonably have been held to have knowledge of the inaccuracies.

The Metropolitan and South Eastern Area asked that the railways should be requested to include Saturday as a free day when charging demurrage.

Well down the agenda was a request for support for a scheme to protect the vehicles of express carriers against theft. A proposal by London operators to band together for mutual protection was reported in *The Commercial Motor* on January 16.

## Pig Traffic Appeal is Successful

THE appeal by Mr. R. Goodfellow, Bishop's Waltham, Hants, against a decision by the South Eastern Licensing Authority, has been allowed by the Transport Tribunal. The reserved decision was announced on Monday (*The Commercial Motor*, January 23).

The president, Mr. Hubert Hull, said Mr. Goodfellow would be granted an extension to the conditions of a B-licence vehicle, at present restricted to the carriage of pigs within a 25-mile radius. He would be allowed to carry pigs to the London factory of T. Wall and Sons, Ltd.

Mr. Goodfellow had appealed because his request for a 75-mile livestock radius had been refused.

Mr. Hull said that, in respect of the application to carry livestock, Mr. Goodfellow's case was almost invisible, save that for the nine months ending March 31, 1958, he had, with his other vehicles, been paid £423 by one customer for carrying cattle. There was no evidence as to the amount of the traffic.

Part of Mr. Goodfellow's case had been that activities at two markets which his vehicle attended had increased and were likely to increase further. But the Tribunal were not prepared to speculate on future growth, especially as it had been said that the expansion would be at the expense of smaller local markets.

The case rested, therefore, on the work done by the vehicle for Wall's and for the Fatstock Marketing Corporation. There was no evidence that Mr. Goodfellow's vehicles had carried the Corporation's pigs outside the 25-mile radius and figures did not show need for expansion. But in the case of Wall's the need for expansion was evident.

The Tribunal were satisfied that Mr. Goodfellow could not switch Wall's traffic to his vehicles which could lawfully handle it, in exchange for a smaller quantity of traffic being carried by those vehicles which were restricted to a 25-mile radius.

### £4½m. OFFER FOR PERKINS BY MASSEY-FERGUSON

THE report in *The Commercial Motor* last week that Massey-Ferguson Holdings, Ltd., were making a bid for the capital of F. Perkins, Ltd., has been confirmed. An offer of 17s. 3d. in cash has been made for each of the 5.2m. Perkins 10s. ordinary shares. The deal involves about £4½m.

The directors of Perkins have recommended acceptance of the offer. Massey-Ferguson would maintain supplies of engines to existing customers of F. Perkins, Ltd.

If the offer were accepted, Mr. Frank Perkins would relinquish his post as joint managing director and receive £30,000 compensation. Two other directors, Sir Richard Yeabsley and Mr. G. P. Ritchie, would be paid £4,375 and £2,500 respectively. Mr. M. I. Prichard, Mr. W. N. Collins, Mr. T. H. R. Perkins and Mr. K. E. Woollatt would continue as directors for at least five years.



## Men in the News

LORD MANCROFT has been appointed chairman of Global Tours, Ltd.

MR. F. A. DADGE has replaced Mr. T. R. HAWKES as a director of the Northern General Transport Co., Ltd.

DR. F. E. JONES, a director of Mullard, Ltd., has joined the British Transport Commission's research advisory council.

MR. ALBERT E. SEARLE, manager of the transport and depot stocks department of C. C. Wakefield and Co., Ltd., has been elected chairman of the London Area of the Transport Managers' Club.

MR. R. PERRY has become south of England manager in the National Sales Division of the Dunlop Rubber Co., Ltd. Mr. N. A. SELMAN has become northern manager, and Mr. S. C. WEEKS western manager.



Mr. L. Waller, who is to be Ribble's traffic manager.

MR. A. S. BISHOP, chairman of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., left England yesterday for a six to eight weeks' trip to South Africa. He will spend some time inspecting Goodyear's plant at Port Elizabeth.

MR. LEONARD WALLER, liaison officer attached to the general manager's office, is to succeed Mr. F. A. DICKINSON as traffic manager of Ribble Motor Services, Ltd. Mr. Dickinson is retiring at the end of March after nearly 28 years' service as traffic manager.

MR. EATON ROBINSON, deputy managing director of Leslie Hartridge, Ltd., Buckingham, has been appointed managing director. MR. LESLIE HARTRIDGE, who founded the company and has been managing director for over 30 years, has now become chairman.

MR. H. E. HARD, secretary and comptroller of the International Harvester Co. of Great Britain, Ltd., has returned to America to take up new duties with the parent company's commercial-vehicle division. He will be succeeded in England by Mr. G. F. P. BRADBROOKE as comptroller and Mr. A. J. E. CUSHION as secretary.

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MR. E. P. TOWN has been appointed to the tyre mileage division of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd. He will operate in the north of England and Scotland.

MR. D. G. HAIGH has been appointed export manager of Chloride Batteries, Ltd. Since 1948 he has travelled extensively as a co-ordinator on overseas business and contracts for the Chloride Electrical Storage Co., Ltd.

MR. R. J. MANN, previously technical sales representative of Monsanto Chemicals, Ltd., and I.C.I., Ltd., has been appointed northern area sales manager of International Synthetic Rubber Co., Ltd. At the same time, the appointment of Mr. R. McEWAN as southern area sales manager was announced.

MR. C. T. KITCHING has been appointed personnel manager of Pirelli, Ltd., taking over the department he joined as personnel officer in 1956. Mr. M. F. R. POTTER has been appointed buying manager in charge of the company's supply organization, and Mr. F. LEE has become manager of the resilient webbing department at Burton upon Trent. The new factory accountant at Burton is Mr. S. UPHAM.

### OBITUARY

WE regret to record the deaths of MR. FREDERICK WILLIAM BAKER, MR. ALFRED EDWARD BENGRY and MR. W. H. CLARK.

Mr. Baker, who was 92, was chairman of Ransomes and Marles Bearing Co., Ltd., until 1953.

Mr. Bengry founded Primrose Motor Services, Leominster, Herefordshire. He was driving one of his 14 vehicles when he was taken ill, and he died soon afterwards. Mr. Bengry was 66.

Mr. Clark, aged 75, was one of the founders of Clark and Dutch, Ltd., hauliers, Perth. He retired in 1952 after more than 30 years as managing director.

### "A STITCH IN TIME"

LOWER grants for the maintenance of classified roads represent false economy, say the British Road Federation in their latest publication, "A Stitch In Time." The amount of work that can be done under current grants is no more than the pre-war level, and to meet needs the grant for each year should be raised by 12½ per cent. Thus in 1958-59, £39½m. should be spent instead of £35m.

### A MINUTE'S SILENCE

A ONE-MINUTE silence was observed at Manchester traffic court, on Monday, in memory of the late Mr. J. Rutherford Lindsay, who was Deputy Licensing Authority for the North Western Area. Tributes were paid by Mr. G. H. P. Beames, Mr. J. A. Dunkerley, Mr. Howard Robinson and Mr. S. Moss.

## Excursion Operator's Application Fails

A STRONG group of objectors successfully opposed a coach excursion operator at Bristol, last week, when he asked the Western Traffic Commissioners to grant him picking-up points in Gloucester and Tewkesbury. The operator, Mr. J. Morgan, Corse Lawn, Gloucester, wanted to use the proposed points on all his excursions and extended tours.

Mr. T. D. Corpe represented the objectors—Yeoman, Miller and Co. (Tours and Travel), Ltd.; Roy Grindle and Sons, Ltd.; Associated Motorways; Bristol Omnibus Co., Ltd.; Black and White Motorways, Ltd.; Bristol Co-operative Society, Ltd.; Red and White Services, Ltd.; and British Railways.

For Mr. Morgan, Mr. P. D. Clarke said he had five coaches and provided a stewardess for tours lasting more than a



Mr. A. E. Searle, the Transport Managers' Club's new London chairman.

day. He had been operating since 1945, and had received 300 applications from prospective passengers in Gloucester and 120 from Tewkesbury. He did a great deal of private party work, but on his licensed operations he provided more leisurely tours than usual.

Mr. Corpe pointed out that if the application were granted Mr. Morgan would have to run more vehicles from the two towns, yet they were already well served by operators whose vehicles were rarely filled. A similar application had been refused in 1954, and there had been no development since to justify a grant.

Refusing the application, Mr. S. W. Nelson, chairman, remarked that Mr. Clarke had made a valiant attempt to make bricks without straw. There was really no evidence for the new picking-up points, and Mr. Morgan appeared to be doing quite well with the points he already had in his rural area.

### 1,000 YORK SEMI-TRAILERS

ALTHOUGH full-scale production of semi-trailers began only in 1957, the York Trailer Co., Ltd., Corby, Northants, have already built their thousandth model. It was a tandem-axle semi-trailer for British Road Services.

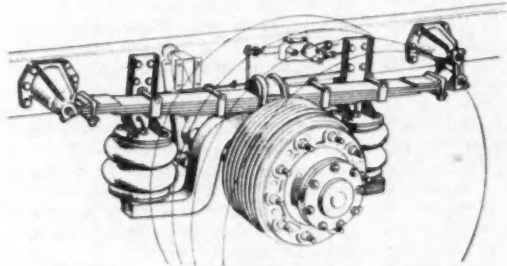


## Air Suspension for Dutch Leylands

**A**N air-suspension system which has been developed by Leyland Motors, Ltd., for test by the Netherlands Railways is to be exhibited by Leyland-Holland N.V. at the Amsterdam Show, which opens next Friday. It is purely experimental, and is not being fitted to the 600 buses already being supplied to the Netherlands Railways under current contracts.

The system works in conjunction with leaf springs, which support approximately 90 per cent. of the unladen sprung weight. The excess load is carried by the air springs. The leaf springs provide longitudinal and lateral location in addition to torque reaction.

The suspension is to be shown as applied to a rear axle. Four Dunlop Pneuride double-convolution bellows are



*The new Leyland air-suspension layout, which incorporates Dunlop Pneuride air springs and normal leaf springs. The air springs act on inverted U-members at each side.*

incorporated, there being bellows behind and ahead of the axle beam on each side. The bellows are carried at the ends of inverted U-members, the loop of the U being above the axle beam, with the leaf springs above them. The ends of the leaf springs are conventionally mounted on the chassis frame, with single shackles at the rear ends.

Two levelling valves are mounted on the inside of the frame side members, and telescopic dampers are provided.

### DAVID BROWN WORKING ON MILITARY VEHICLE

**S**ECRET work on a vehicle with a military potential is being undertaken by David Brown Industries, Ltd., it was revealed last week. The news was given at a Ministry of Housing inquiry, when the company contested a decision by Warwickshire County Council and Meriden Rural District Council, refusing them permission to set up a design and planning centre in a former R.A.F. operations room at Balsall Common, Birmingham.

Mr. J. R. Densham, chief projects engineer, said qualified staff to work on the design could be found only in the Midlands. A site away from the city centre was required to keep the work secret.

For the councils it was stated that the project would upset their green-belt scheme. They were supported by Balsall Parish Council and by a local landowner.

The Ministry's decision will be announced later.

## Overnight Liverpool-Belfast Link

**A** NEW vehicle and container service connecting Liverpool and Belfast was inaugurated last week by Link Line, Ltd. The company have two vessels and are operating nightly in each direction, discharging at both ports at 8 a.m.

New quay facilities have been built at the ports and specially designed 12-ton containers are available. Both ships can carry 36 trailers or large-type unit loads stowed four abreast.

A spokesman said the service would cater for vehicles, trailers, large containers, bulk liquid tankers and similar units. There were no tidal restrictions at either port, so overnight passage was always possible.

To cater for consignments of up to four tons which are unsuitable for unit loading, Link Line have made arrange-

ments to co-operate with two shipping companies which provide a general cargo service.

The new company's headquarters are at Ulster House, Donegal Quay, Belfast, and their Liverpool agents are Coast Lines, Ltd., Reliance House, Water Street.

### BEDFORDS AT AMSTERDAM SHOW

**S**EVEN Bedfords will be exhibited by the makers at the Amsterdam Show opening next Friday. All will be shown in chassis-cab form. They comprise a C-type 10-12-cwt., a normal-control petrol-engined 3-tonner, 4-, 6- and 7-ton normal-control oil-engined models (one of the 7-tonners having the Leyland O.350 oil engine) and an oil-engined coach chassis with two-speed axle.

In addition, a three-way tipper on an oil-engined long-wheelbase normal-control 7-ton chassis will be shown by the bodybuilding concern, B.A.V.O.

### SCARBOROUGH COACH STATION

**I**NSTRUCTIONS for the provision of a coach passenger reception station on land at the rear of James Street and William Street have been given by Scarborough Finance Committee. The scheme will be operated experimentally during the coming season.

Coaches will drop their passengers at the station on arrival in the morning and collect them in the evening. During the day, the vehicles will be dispersed to coach parks in other parts of the town. Express coaches will continue to use the Valley Road park.

## Rate-cutting Charge Dismissed

**A** SUGGESTION that accepted haulage rates in the Northwich area might be undercut if an application by Mr. R. E. Nixon, Lower Whitley, near Warrington, were granted, was made on Monday to the North Western Licensing Authority, Mr. F. Williamson. He was hearing Mr. Nixon's application for the transfer of five special-A-licence vehicles to A licence, with a normal user covering 13 named traffics within 150 miles and occasional journeys to the south, south-east and London.

Mr. J. Barrow, managing director of J. W. Barrow, Ltd., Northwich, who objected, said they had a contract A licence with I.C.I., Northwich. Mr. Nixon's vehicles had been entering the area and taking work from regular hauliers, with the result that Barrow's customers had complained that their rates were too high in comparison with Mr. Nixon's.

Mr. J. A. Dunkerley, for Mr. Nixon, suggested that in the past there had been a little group of hauliers in the Northwich area monopolizing I.C.I. traffic. They resented a new man entering the field and possibly taking traffic away from them because he was able to operate at a lower, economic rate.

Mr. H. Robinson, for Barrow's, submitted that traders would always take advantage of a reduction in rates. To this, Mr. Dunkerley replied that there was nothing wrong in reducing rates, provided they were reduced to an economic level.

Mr. Williamson said the objectors had failed to show that there had been undercutting of rates or that facilities were excessive. He granted the application.

### DRY-CLEANING SERVICE FOR BUS PASSENGERS

**S**MITHFIELD bus station, Belfast, is to be the scene of a sales experiment in which a dry-cleaning establishment comes to the customer. An automatic garment "receptor" has been installed in the arrival bay.

Passengers are invited to bring soiled clothing, place it in a cellophane bag and deposit it in the container. On the ticket which the customer completes is printed the address of the nearest branch for collection.

### COMPANY WIN OVER FARES

**C**OMPULSORY fare increases for excursions, which were proposed by the West Midland Traffic Commissioners, have been successfully opposed by Hazeldine Hire Services, Bilston (*The Commercial Motor*, December 12). In a reserved decision, the Commissioners have decided not to increase the charges on services where Hazeldine's have no competitors. On other routes, fares will be brought into line.

The company did not oppose increases where they had common routes with other operators, but claimed that there were no grounds for higher charges for angling trips and other excursions which they alone ran.

## C and D Lorries for Fish Loads Sought

**A**N application by Charles Alexander and Partners (Transport), Ltd., Aberdeen, to extend the conditions of four B-licence vehicles, was heard by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow on Monday. The company wanted the licence to cover deliveries of fish from insulated trunk vehicles, the collection and delivery of general goods, and the collection of empty fish boxes, all within 10 miles of Glasgow.

On their behalf, Mr. A. Connochie said the application followed requests by merchants at Glasgow Fish market. They wanted their fish from Aberdeen delivered in insulated containers, thus ensuring transport at an even temperature.

Mr. A. McDicken, president of the Glasgow Fish Salesmen Association, said in evidence that Glasgow merchants wanted the same facilities as were available elsewhere but, owing to congestion at the Glasgow market, it would be preferable to transfer loads to delivery vehicles outside the market area.

For the objectors, British Railways, Mr. W. Howitt pointed out that the railways operated insulated services. Mr. McDicken said he had used them, but the rate from Elgin to Glasgow was £22, as against under £6 from Aberdeen to Glasgow charged by Alexander's.

Mr. Charles Alexander, the company's managing director, said there was a demand for the proposed facilities. If the application were granted they would switch entirely to insulated delivery. He had not requested hiring facilities from Glasgow hauliers because the traffic was specialized, and there had been no objection by local hauliers.

A point to be considered, he said, was the unsuitability of insulated container vehicles for fast unloading within the fish market, where "free for all" conditions prevailed.

Mr. Quin said there could be a case for the fish-trade part of the application, but the other aspects would have to be considered.

### EIGHT-DAY TOURS BY SALOPIA

**T**HE following eight-day tours will be run this year by Salopia Saloon Coaches, Ltd., Whitchurch, Salop:—

English Lakes and Scotland, £24 3s.; Central and South Wales coast, £19 8s. 6d.; Western Highlands, £20 9s. 6d. (£19 8s. 6d., May and October); Northern Highlands and Loch Ness, £23 2s.; Bournemouth, £18 7s. 6d. (£17 17s., May and October); Torquay, South Devon and Cornwall, £17 17s. (£17 6s. 6d., Easter, May and October); Brighton, £18 7s. 6d.; North Devon and Cornwall, £18 18s. (£18 7s. 6d., May and October); Scarborough, Yorkshire coast and moors, £18 7s. 6d.

### BUS DEPOT PLANNED

**A**SITE for a new bus station and depot has been agreed on by West Hartlepool Transport Committee. The new building will occupy land bounded by Church Street, Adelaide Street, Lynn Street and George Street.

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### FORTHCOMING EVENTS

**February 6-14.**—Amsterdam Show.  
**March 20.**—Institute of Transport Annual Dinner, Dorchester Hotel, London, W.1.  
**May 12-13.**—National Association of Furniture Warehousemen and Removers' Conference, Eastbourne.  
**May 12-14.**—Public Transport Association Conference, Folkestone.  
**May 14.**—British Association of Overseas Furniture Removers' Conference, Eastbourne.  
**May 24-30.**—International Union of Public Transport Congress, Paris.  
**June 9-12.**—Public Cleansing Conference, Brighton.  
**June 16-25.**—Institute of Transport Visit to Copenhagen.  
**July 7-10.**—Royal Show, Oxford.  
**September 17-27.**—Frankfurt Show.  
**September 21-25.**—Municipal Passenger Transport Association Conference, Edinburgh.  
**October 26-28.**—Road Haulage Association Conference, Bournemouth.  
**October 21-31.**—Motor Show, Earls Court, London.  
**October 27-30.**—Dairy Show, Olympia, London.

## Another Warning on Rest Periods

**T**HE importance of strict adherence to the regulations about lorry-drivers' rest periods was emphasized by Mr. M. P. Pugh when he prosecuted a haulage company and two of their drivers at Stourbridge last week. The Hadercroft Transport Co., Ltd., admitted seven cases of allowing men to drive more than 11 hours in 24 and were fined £7 on each one. A similar fine was imposed for not ensuring that one of the drivers kept current records.

Mr. Pugh, for the Ministry of Transport, said the regulations were aimed at protecting the public from the risks that arose when drivers were suffering from exhaustion. In this case there had been extreme laxity by the company where supervision was concerned.

Mr. N. Carless, defending, said Hadercroft Transport had a good record, apart from a few minor offences. The company had been slack through relying too much on their employees, although there could be no suggestion that the two drivers had "cooked" the record sheets. Drivers had now been threatened with dismissal should any further cases arise.

The drivers were each fined a total of £20. Hadercroft Transport were ordered to pay witnesses' fees of £1 and an advocate's fee of £10 10s.

### NEW TRANSPORT COMPANIES

**A. D. Wood Removals, Ltd.** Cap. £100. Dirs.: I. J. Kenrick, Endsleigh, Poplars Close, Ingatestone. Sec.: R. F. J. Partridge. Reg. office: 1 Junction Road, Romford, Essex.  
**Hooper Organ Car Transporters, Ltd.** Cap. £1,000. H. Hooper Organ, Old Coach House, Blandon, Som. Sec.: D. Hale. Reg. office: Old Coach House, Blandon.  
**K. and A. Mickelborough, Ltd.** Cap. £1,000. Dirs.: E. A. Mickelborough, 101 Maxey Road, London, S.E.18, and A. B. Mickelborough, 55 Swanley Road, Welling, Kent. Sec.: Mrs. V. E. Small. Reg. office: 101 Maxey Road, London, S.E.18.  
**Eric Brown Transport, Ltd.** Cap. £500. Dirs.: E. Brown and E. J. Brown, 14 Richmond House, Lion Terrace, Portsea, Portsmouth. Sec.: E. J. Brown. Reg. office: 14 Richmond House, Lion Terrace, Portsea.  
**Lightfoot Bros., Ltd.** Cap. £1,000. Dirs.: A. Lightfoot, 17 Hawthorn Road, Hutton with Roby, Lancs, and B. Lightfoot, 17 Shrewsbury Road, Birkenhead. Sec.: A. Lightfoot. Reg. office: 18 Union Street, Liverpool, 3.  
**Elgo Plant Hire, Ltd.** Cap. £1,000. Dirs.: C. Ogle, Old Budget Gate, Marine Drive, Rhos on Sea, J. D. Stewart, 15 Grangeway, Handforth, Wilmslow, and J. Smith. Sec.: J. D. Stewart. Reg. office: Estate Office, 45 Woodlands Drive, Offerton, Stockport.

## "Weight Changes Harm Other Hauliers"

**A**HAULIER who operates a lorry heavier than the weight stipulated on his licence is not doing justice to other people in the industry who keep to the weights originally granted. This was stated last week by the Northern Licensing Authority, Mr. J. A. T. Hanlon, when J. Stamper and Co. (Haulage), Ltd., Penrith, admitted that a special A licence they held detailed a vehicle of 5 tons 4 cwt. 82 lb., whereas the lorry being operated actually weighed 7 tons 18 cwt. 9 lb.

Stamper's wanted to exchange the special A for an A licence. Their managing director, Mr. John Stamper, said that when the vehicle was bought from a Newcastle upon Tyne dealer it was a six-wheeler, and was operated as such for three or four months. In October, 1956, it was modified at Newcastle, returning to the road as an eight-wheeler capable of carrying 16 tons. Previously the payload had been 12 tons. It was not disputed that the extra Excise duty had been paid.

Answering Mr. Hanlon, he said he was one of the many hauliers who believed that an increase in unladen weight did not have to be declared to the Authority provided it was due to a body modification, or to a change of engine from petrol to oiler. He thought notification could be given on renewal.

Mr. Hanlon said this meant that any haulier could acquire a six-wheeler and then convert it to another weight. People who had done this could not be said to be doing justice to other hauliers who kept their vehicles at the correct weight.

He adjourned the hearing for the company to produce accounts, together with paid cheques for the purchase and modification of the vehicle, and a manufacturers' statement about its original unladen weight.

### SEASIDE EXCURSION OPERATORS FINED

**F**OR picking up passengers at unauthorized points and cutting the time of their journeys between Lancashire and Devon, Stretford Motors, Ltd., Stretford, Manchester, were fined a total of £152 at Manchester last week. They were fined £20 on each of six charges of using unauthorized points, and £2 each on the 16 charges concerning journey times.

Mr. D. J. Turner, prosecuting for the North Western Traffic Commissioners, said journeys to Ilfracombe and Torquay had been completed in a day when, to conform to the licences, the trip should have taken two days. Passengers were also alleged to have boarded vehicles at places not specified on the licences.

Mr. E. A. Whitehead, defending, said that when the present owners acquired the business, a leaflet was in circulation describing a one-day journey to Torquay, and this did not seem unusual. Now they were having difficulty in persuading some of the more popular south coast hotels to accept four-day bookings.

## New Rules for Drivers' Contest: Dates of Rounds Fixed

NEW regulations for the Lorry Driver of the Year Competition were approved by the executive committee in Coventry on Tuesday. They are based on the earlier rules, but contain a number of detail improvements.

Eliminating rounds are to be held this year at Weymouth (April 18), Manchester (May 3), Birmingham (May 24), Coventry (June 7), Leeds (June 21), Portsmouth (July 4), Slough (July 12), Oxford (July 19), Southend and Plymouth. Details of the Southend and Plymouth events have not yet been fixed. The final will be held at Baginton on September 20.

It is likely also that a round will be held at Stoke-on-Trent. Competitors from York, who last year, took part in an unofficial contest organized by the Road Haulage Association, will enrol at Leeds. Interest is being shown in the competition also at Scunthorpe, Edinburgh (where a heat of the Scottish Commercial Vehicle Driver of the Year Competition is due to be held) and Finchley, but they are unlikely to sponsor events this year. Only two more eliminating centres can be accepted for 1959.

Only the winning driver in each class will be eligible to take part in the final. If there is only one competitor in a class he may pass to the final after completing all tests without disqualification.

All the manoeuvring tests to be undertaken in eliminating rounds will be laid down by the national organizing committee and will be timed only to determine ties. Assistance from spectators is now one of the grounds on which a driver can be disqualified. Disqualification in any part of the competition will entail retirement from the event.

Drivers may be examined on the Motorway Code as well as the Highway Code. Questions will be set locally. There will be five questions and up to 10 marks will be lost for each incorrect answer.

Classification of vehicles remains unchanged, but the definition of the

articulated categories has been tidied up. Class F(1) is for outfits with semi-trailers under 22 ft. and tractors under 3 tons unladen; Class F(2), semi-trailers 22-27 ft. long and tractors under 3 tons; Class G, tractors over 3 tons. Service drivers, including territorials, may compete in the Queen Mary class.

Any commercial vehicle operating under A, B or C licence may be entered, but special overhaul or modification for the event will entail disqualification.

There will be not fewer than five observed points on the road route. Up to 30 points will be deducted out of a maximum of 150 for each breach of the Highway Code or for poor driving technique. Any driver who leaves the road will lose the maximum marks applicable to the check-point concerned.

Penalties in the manoeuvring tests will be two marks for each inch away from any barrier, kerb or other measuring point. Time taken on each test will be rated at  $\frac{1}{4}$  point per second.

Twenty points will be lost for touching an obstacle or kerb, and 40 points for mounting, overriding or displacing a kerb. For failing to complete a test correctly (for instance, by making it impossible to time or measure the performance accurately) the penalty will be 100 marks.

In the event of a protest to the stewards (to be made within 15 minutes after the announcement of the provisional results) all marshals, timekeepers and line judges will be considered to be judges of fact and no protest will be entertained against their decisions.

Efforts are being made to prevent the multiplication of awards to individuals. In the final run-off, the first three drivers will receive £50, £30 and £20, respectively, but their £10 cash award as class champions will be transferred to their runners-up. They will also receive trophies.

## Fleet Normal User Change Granted

THE application by James Paterson and Co. (Motor Hirers), Ltd., Aberdeen, for a change in the normal user of their 24-vehicle fleet, was continued at Aberdeen last week (*The Commercial Motor*, January 23). Instead of local work, they wanted to deliver general goods throughout Scotland, with occasional runs to England.

Mr. A. Robb, an accountant with the company, said that although they wanted this change of user, there had been no material departure from the existing one—70 per cent. general goods within 10 miles; and 20 per cent. within 20 miles. In the year ended September 30, 1958, 78 per cent. of the tonnage was within 10 miles and 16 per cent. within 25 miles.

Mr. Charles Alexander, a director, admitted under cross-examination by Mr. R. R. Taylor, for British Railways, that an eight-wheeler granted in January, 1955, for carrying fish to markets in the south had not carried fish for some years,

and was now hauling whisky to London. He said the railways had taken away his fish traffic, but he did not agree that the licence should have been surrendered.

The application was granted after the railways had offered to withdraw their objection provided the proposed user was changed to: "General merchandise in the counties of Aberdeen, Kincardine, Angus, Perth, Banff, Moray, Nairn and Inverness." The company agreed to the amendment.

### NEW VEHICLES AT DUTCH SHOW

AMONG the British exhibits at the R.A.I. Show, which opens in Amsterdam next Friday, is a new version of the Albion Riever six-wheeler with a normal-control tipper chassis layout, and a left-hand-drive Leyland Super Comet four-wheeler. Scammell Scarab 3-ton and 6-ton mechanical horse models will also be exhibited—their first showing in Holland.

## "30-40% of Records are False"

AN appeal to C-licensees to help to stamp out "the cancer of falsification of records" was made on Monday by Mr. R. A. Devenish, chief enforcement officer for the West Midland Area.

"On average, between 30 and 40 per cent. of drivers' log sheets are false as far as long-distance drivers are concerned," he told the Birmingham Area of the Traders' Road Transport Association.

The courts were taking a much more serious view of offences against regulations concerning records and hours. In the more flagrant cases, the Ministry had preferred charges under the Perjury Act, and imprisonment could be imposed.

Mr. Leonard Patrick, T.R.T.A. West Midland divisional secretary, afterwards expressed surprise at the high proportion of falsifications. "From my experience of the large number of summonses recently, drivers have not followed their employers' instructions," he said.

**A.C.V. HOPE FOR BETTER YEAR**  
IN recent months there has been an improvement in our trading prospects, and the benefits of our rationalization and reorganization of the group should bear fruit during the current year." This was stated on Tuesday by Lord Brabazon, chairman of Associated Commercial Vehicles, Ltd.

At home, he said, passenger-vehicle operators had found their replacement requirements affected by the changing habits of the travelling public. After referring to the increasing use of small cars and scooters, Lord Brabazon stated that the demand for buses in this country might be past its peak, but the company were confident that with their range of new vehicles they could maintain or increase their share of the market.

Purchase tax retarded expansion of home sales of goods vehicles. In spite of fierce competition abroad, sales had been maintained, although profit margins had to be cut.

**"ANYWHERE" TICKETS STAY**  
THE "Day Anywhere" tickets which were introduced experimentally last May by the Birmingham and Midland Motor Omnibus Co., Ltd., are to become permanent. There were 57 objectors when the West Midland Traffic Commissioners allowed the experiment, but when the renewal was sought the company faced no opposition.

Mr. W. P. James, chairman, said the Commissioners had no hesitation in making the grant.

**HEATED FLYOVER PLANNED**  
A PLAN for a flyover at Hammersmith is to be considered by London County Council next Tuesday. About half a mile of road will be carried 16 ft. 6 in. above ground, linking the new Cromwell Road extension with Great Church Lane and passing over Hammersmith Bridge Road. Electric heating will be installed in the approach ramps to prevent icing.



## Haulier Pin-points Fault in Forms

A FAULT in the application forms which are issued to hauliers seeking additional vehicles was shown up by an operator who conducted his own case before the Northern Licensing Authority, Mr. J. A. T. Hanlon, on Tuesday.

Figures put forward by the haulier, Mr. T. James, Bedlington Station, had been criticized by the objectors, British Railways. But Mr. James pointed out that on the application form it was not stated that figures for different types of licence had to be separated.

Mr. Hanlon said it was the first time the matter had been raised, but Mr. James was correct, and it would appear that the forms needed amending. However, the Transport Tribunal had emphasized many times the necessity for figures to be broken down.

In evidence, Mr. James said he operated nine vehicles, three on A licence, one on contract-A, and five on B licence. The whole fleet was included in the figures. An additional vehicle was required to carry coal from stocking grounds to screens, etc. New work included 150 tons a day from Choppington to the Co-operative Wholesale Society at Newcastle.

Mr. G. P. Crowe, for the railways, submitted that the figures were not certified and neither they nor a supporting letter from the National Coal Board justified any grant.

Although substantial hiring figures and an increase in business since 1956 were shown, it was impossible to compare them or separate the coal haulage from other work. Also, three additional vehicles were added last year.

Mr. Hanlon pointed out that a business with gross receipts of nearly £80,000 a year should be conducted in such a way that certified figures and breakdowns could be produced. The application appeared genuine, but accounts must be prepared showing names of customers, hauliers hired, separate figures for the different licences, coal carrying, and other items.

A witness from the N.C.B. should also attend. A short-term licence would be granted limited to carrying from the fields to screens.

### CHASSIS DRIVERS WANT "COLD" MONEY

DRIVERS delivering open chassis in Birmingham and Liverpool have threatened to withdraw their labour unless employers pay compensation of 3s. 6d. per 25 miles or provide temporary cabs to give protection against the weather.

The Transport and General Workers Union are stated to have given their support to the 500 men involved. At present, the employers pay 1s. 6d. per 25 miles to delivery men, in addition to the basic rates. An offer of an extra 6d. per 25 miles has been rejected. If the present claim were met, the cost of delivering chassis from Birmingham to London would be considerably increased.

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## Normal User Cannot Be "Universal"

STATEMENTS of normal user containing every possible commodity a haulier had carried or hoped to carry, and every conceivable place he had been to or might go to, could not possibly be justified. This was said by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Newcastle upon Tyne, on Tuesday, when Spinks Transport Services, Ltd., Darlington, applied to add a vehicle to their A licence on the expiry of a special A licence.

Mr. S. Spinks told the Authority that the large number of destinations and commodities specified in the normal user were an amplification of that already on the A licence. The application had been framed on the advice of the Road Haulage Association.

Mr. Hanlon pointed out that the description of work was that done by the whole fleet, and was unjustifiable. The Transport Tribunal had made it clear on previous occasions that vehicles should be dealt with individually.

Mr. F. Milton, for the applicants, submitted that from a practical point of view it was impossible to work a business in such a manner. The normal user appeared to be 95 per cent. steel and other goods outward for three main customers in London and the Home Counties, continued Mr. Hanlon, with fruit and vegetables on return loads, and occasional loads to Manchester, Liverpool, Glasgow and elsewhere for regular customers.

Mr. Spinks agreed to amend his statement of normal user in accordance with requirements, and the application was granted.

## Tractor Substitution Appeal Fails

A DECISION by the Northern Licensing Authority to allow Sunter Bros., Northallerton, to operate an 18-ton tractor on A licence instead of a 12-tonner, was upheld by the Transport Tribunal in London on Tuesday. The grant had been challenged by the British Transport Commission and Robert Wynn and Sons, Ltd., Newport, Mon, but Mr. Hubert Hull, president, said it was a reasonable substitution.

Mr. J. L. R. Croft, for the B.T.C., submitted that to grant the heavier tractor increased Sunter's carrying capacity, which meant a complete change in the nature of their business. The application was granted though no customer evidence was called in support of it.

### Few Loads Over 50 Tons

He recalled that last January Sunter's were granted a licence for an additional tractor of an unladen weight of 12 tons to help them in the haulage of abnormal loads. The number of loads they carried which were over 50 tons was comparatively small. The real object of the application for the 12-ton tractor was to increase their carrying capacity.

Sunter's had stated that in carrying

## The ½d. Comes Back in Plymouth Fares

A FARE of 5½d. is to be introduced by Plymouth Joint Transport Committee—the first time since 1953 that an odd halfpenny has been in the fare schedule. Approval was given by the Western Traffic Commissioners on Tuesday after they had heard that a deficit of £14,000 was expected on this year's working, which would become £35,000 in 1959-60.

Mr. H. R. Haydon, Plymouth's deputy town clerk, said that in the area worked jointly by the corporation and the Western and Southern National Omnibus Companies, £49,350 extra revenue was needed in a normal year to meet higher costs. Of this, the corporation required £39,480.

In evidence, the corporation's general manager, Mr. J. R. Timpson, recalled that when the last fare increase was granted it was estimated that a surplus of about £17,000 would result. However, losses had arisen through passenger resistance and the decline in traffic for other reasons, and the estimated surplus had been absorbed.

Economy measures enabled them to carry on, but the wage awards changed the situation. Operating costs were now 33.92d. per mile, against revenue of 32.30d. on the joint services. By increasing 5d. fares to 5½d. the income would become 34.05d., resulting in a surplus of about £4,400.

Announcing the Commissioners' decision, Mr. S. W. Nelson, chairman, said they could not agree to round off children's fares by lowering the concession they already enjoyed. The half-fare for a 5½d. journey would have to be 3d.

[Other fares news on page 899.]

loads of 60 tons and over it was essential for the trailer to be drawn by two tractors in the interests of public safety, particularly in hilly districts. But the extra tractor was, in fact, required for "double heading" and maintenance purposes. Subsequently, they decided it would be better to have a tractor of 18 tons, and their application for this was granted in July.

Mr. N. R. Wynn, for Robert Wynn and Sons, maintained that no evidence of need for the heavier tractor was put forward.

For Sunter's, Mr. T. H. Campbell Wardlaw said the evidence showed a categorical denial that the heavier tractor would increase their haulage capacity. They had heavy trailers and they should be entitled to haul them with the best type of tractor available.

Dismissing the appeal, Mr. Hull said the case was similar to that of a person seeking to substitute an oil-engined lorry for a petrol-driven vehicle with the same working capacity, but with a necessarily larger unladen weight. The Tribunal accepted Mr. Sunter's statement that he was not asking for any increased capacity.



## Mr. Hanlon Advises Hauliers on Keeping their Yearly Accounts

**A**DVICE to hauliers on keeping accounts was given last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, when he heard an application by J. and W. Watt, Ltd., Carlisle. Watt's had not supplied advance copies of their figures to the objectors, the British Transport Commission, nor to Mr. Hanlon. Consequently, their case was adjourned for the figures to be studied.

Mr. Hanlon said hauliers had to keep accounts from year to year in a business-like manner. A full working year had to be shown, so that the figures could be certified by an accountant.

"It is no use having figures which start in May on one application and run from October to October in another," he declared. "There must be some consistency."

Watt's wanted to add two vehicles to their eight-vehicle B licence, covering general goods within 60 miles of Carlisle and eggs for West Cumberland farmers to and from Carlisle, Kilmarnock and Stranraer. It was stated that they already operated a further five vehicles on A licence, one on special A, and two on contract A.

Mr. J. B. Watt, a director, said one of the contract vehicles—a tipper—was used for coal, and his two other tippers, both on B licence, worked exclusively for the same coal factor. He had other important customers, carrying for the R.A.F., hospitals and factories, and he also worked for the National Coal Board.

Mr. Watt produced four letters in support, claiming that there was a shortage of tippers suitable for carrying industrial coal, and added that he was unable to meet the demands made upon him. He had tried hiring, but was able to get only one vehicle locally, so now he was having to seek transport 25-35 miles from base.

Asked by Mr. Hanlon why the figures had not been put in earlier, Mr. Watt said he wanted them to be up to date.

Mr. Hanlon: "But they are no later than October."

Mr. Watt: "I think that is bringing them up to a reasonable time."

Mr. T. H. Campbell Wardlaw, for Watt's, submitted that the number of times people distributed figures in advance was small.

However, a request for an adjournment was put in by Mr. F. J. McHugh, for the B.T.C., and Mr. Hanlon agreed.

### "STANDING" FEUD GROWING

**I**F, as is likely, the provincial bus companies join with the municipal employers in rejecting the unions' demand for the prohibition of standing passengers, the unions will ask Mr. Harold Watkinson, Minister of Transport, to amend the permissive regulation which enables a maximum of eight passengers to be carried standing at certain periods. If the Minister does not concur, the unions will consider revoking their agreement with the employers.

## Not a Newcomer, Tribunal Decide

**T**he question of whether a person who seeks a licence for a motor vehicle in substitution for horse drawn transport can fairly be described as a newcomer to haulage was raised at the Transport Tribunal in London on Tuesday.

Mr. Leonard Smith, a Chelsea furniture remover and storer, appealed against the Metropolitan Licensing Authority's refusal to grant him a B licence to carry household furniture, baggage and personal effects within 50 miles. He was opposed by the British Transport Commission and Keen Transport, Ltd., Battersea.

Mr. B. E. Greene, for Mr. Smith, said he had been in business as a furniture remover in Chelsea since 1924, when he acquired a business established in 1875. The business was wholly dependent on horse drawn transport until 1952, when Mr. Smith decided it was time he switched to motor transport.

He had great difficulty in hiring, and in December, 1956, he applied for a B licence for a 3-ton lorry. This was refused, so last September he made an amended application, but again he met with a refusal. It was being unduly hard to regard Mr. Smith as a newcomer to haulage.

For the respondents, Mr. C. R.

Beddington said that as Mr. Smith had been using hired transport for the last six years, his application had to be treated as that of a newcomer who must establish need.

Mr. N. L. C. Macaskie, Q.C., announced that the Tribunal had decided to allow the appeal to the extent of granting a B licence for a 2-ton vehicle with a radius of 10 miles. He pointed out that Mr. Smith was not in the true sense a newcomer to haulage.

### BUDGET RELIEF FOR RURAL BUSES?

**R**URAL M.P.s are hoping that Government help for country bus services will be announced in the Budget. Mr. Heathcoat Amory, Chancellor of the Exchequer, has given them good grounds for this belief in a letter to Mr. Rupert Speir, says our Parliamentary correspondent. Mr. Amory reveals that he is giving the problem of rural transport "most serious consideration," adding that rural transport is "a problem with which I am only too familiar in my own part of Devon."

There is evidence that for weeks now the Chancellor has been going quietly into the whole of the case of rural transport and its difficulties through high costs.

### MUNICIPAL OPPORTUNITIES

Oldham Corporation require a prison van.  
Carlisle Corporation are to buy a refuse collector.  
Prestwich Corporation are advised to obtain a sweeper.

Walspool Corporation are to acquire a refuse collector.  
Felling Urban District Council are to buy a refuse collector.

Harrogate Corporation are recommended to obtain two S.D. freighters.

Keighley Corporation have ordered a 2-tonner from Walter Burgess, Ltd.

Heston and Isleworth Borough Council are to buy a Bedford 15-cwt. van.

Oxford City Council are to buy a Morris-Eagle 3-tonner from Morris Garages, Ltd.

Ealing Recreation Grounds Committee wish to buy a 2-3-tonner from J. Gibbs, Ltd.

Windsor Urban District Council seek tenders for the supply of a Bedford 15-cwt. van.

Ipswich Paving Committee wish to obtain two Morris 15-cwt. pick-ups from Lock and Stagg, Ltd.

Leeds and Bradford Airport Committee wish to buy a Morris van from Arnold G. Wilson, Ltd.

Douglas (Isle of Man) Corporation are to buy an Austin 1½-ton lorry from Faragher and Ashtons, Ltd.

Hastings Vehicles Committee recommend that Coombs Motors, Ltd., supply a Bedford ambulance chassis.

Bradford Cleansing Committee wish to buy 11 Karrier and two Dennis Paxit refuse collectors next year.

London Corporation are to buy three Scammell Scarab mechanical horses and an Eagle-Paladin semi-trailer.

Suffolk and Ipswich Fire Authority are to purchase a Commer water tender, three Bedford Workabus vehicles and a Bedford 10-12-cwt. van.

Torquay Highways Committee recommend that five Thames 3-tonners and a Thames 10-12-cwt. van be acquired from Mid-Devon Garage, Ltd.

The waterworks committee advise that Phil Read, Ltd., supply a Morris 10-cwt. van.

Sheffield Health Committee wish to buy a Morris LD2 ambulance from Kennings, Ltd., an Austin ambulance from Freeman Oakes and Co., Ltd., a similar type from Messrs. Bookless Bros., and a Dennis AV4 ambulance from Grocock and Cooper, Ltd.

## C-licensees' Freedom in Danger

**I**F there were renationalization, the British Transport Commission would be unlikely to allow C-licensees to continue to operate without some form of restriction. The B.T.C. could argue that it would be impossible to operate a planned transport system successfully while over a million vehicles were uncontrolled.

This was said by Mr. G. Duncan Jewell, of *The Commercial Motor*, when he addressed the Newcastle upon Tyne and District Graduate and Student Society of the Institute of Transport on Tuesday on the economics of ancillary operation.

The ideal solution to the problem of the sharing of traffic between public and ancillary carriers lay in extending co-operation between traders and hauliers, so that each dealt with the traffic most suited to their particular circumstances and eliminated those vehicles which did not pay their way.

The alternative might be some form of restriction either according to vehicle weight, distance of operation, or type of traffic. Applicants for C licences might be required to justify their claims at public inquiries.

### ONE-MAN BUS ORDER

**T**EN single-deck bus bodies, built to their own specification for one-man operation, are to be ordered by Portsmouth Transport Committee. The chassis have already been ordered, and the complete vehicles are expected to cost £4,556 each.

## Chassis Tax Likely to be Retained

THERE seems to be little likelihood that purchase tax will be removed from commercial-vehicle chassis before the Budget in April. A statement made in the House of Commons on Monday by Mr. Heathcoat Amory, Chancellor of the Exchequer, is widely construed to this effect.

Replying to Mr. R. Gresham Cooke (Cons., Twickenham), who asked about possible changes in purchase tax, Mr. Amory replied: "I have no statement to make. I must be free to consider the possibility of such changes in the context of the Budget."

### RADIO FOR BEDFORD VAN

A RADIO set made to measure for the Bedford CA 10-12-cwt. van is available from Vauxhall-Bedford dealers and is priced at £18 18s. including tax, plus £1 19s. 6d. for the aerial. It has been designed to fit between the right-hand wheel and the fascia panel.

## Central Control for Roads and Cleansing in London Proposed

PROPOSALS for centralizing the administration of highways and the organization of refuse collection and disposal in London have been made to the Royal Commission on Local Government in Greater London by the Ministries concerned. "The traffic problems of 1959 are being dealt with through an administrative machine geared to the tempo and problems of the 1920s," the Ministry of Transport have stated, whilst the Ministry of Housing and Local Government have submitted that the pattern of the organization of cleansing services has remained substantially unchanged since last century.

On the subject of road traffic, the Ministry of Transport have pointed out that the multiplicity of authorities concerned and the fragmentation of responsibility for traffic control made it "impossible" to deal efficiently with present-day difficulties. If the main roads of London were to match those of the rest of the country (which might eventually involve the building of urban motorways), the administration must be based upon highway authorities of adequate size and with appropriate powers.

Under the proposed new set-up, some authorities would lose their highway powers to new authorities of more suitable size. This would apply not only to small authorities but the London and Middlesex County Councils. These corporations carried extensive highway responsibilities but were larger than was desirable for a "single-tier" highway authority responsible for the maintenance of all roads in its area as well as for major improvements and new construction.

Advocating the rationalization of cleansing facilities, the Ministry of Housing and Local Government stated that

### PROFIT AND LOSS

Mann Eserton and Co., Ltd., £92,263 net profit after £133,030 tax. Year's dividends 20 per cent.

## Good Haulage Service—But Law was Broken

TO give their South Wales customers a good haulage service, Jesse Smith and Sons, Blackheath, Staffs, kept one of their vehicles on the road round the clock, it was stated at Old Hill (Staffs) Magistrates' Court last week. Two of the concern's drivers admitted working without 10 consecutive hours' rest in 24 and were each given an absolute discharge on payment of 4s. costs.

Their employers were fined a total of £5 5s., with £4 9s. costs, for permitting the offences. Mr. F. Grove, defending, pointed out that there was no question of the drivers suffering from fatigue. "They did their driving at the start of the day and had 24 hours' rest after completing their journeys and unloading."

## B Licence Grant for Hauling Tractor

A LIME-SPREADING contractor and hay and straw merchant told the Northern Licensing Authority, Mr. J. A. T. Hanlon, last week, that one of his biggest problems was transporting a Caterpillar tractor to tow his lime-spreaders. Mr. I. C. Jobson, Watermillock, Penrith, said that at present he had to haul it with an agricultural tractor, but this was a slow process.

He wanted to use a lorry for the job, and required three vehicles on B licence in place of his contract A vehicles. The application, opposed by British Railways, was successful.

Mr. Jobson explained that he carried lime in the north for the Capitol Lime Company, and collected basic slag from Middlesbrough. Answering Mr. F. J. McHugh, for the railways, he said one B-licence vehicle would be neither practicable nor economical. Although the vehicles would carry the tractor, they would be needed for other haulage work.

The licence was granted, restricted to collections as required for Capitol Lime, with delivery within 45 miles.

### PNEUMO-CYCLIC PLATE CHANGE

SINTERED-BRONZE outer clutch plates for the top-gear operation of the fully automatic four-speed and semi-automatic five-speed Pneumo-Cyclic gearboxes are to be introduced as standard fitments by Leyland Motors, Ltd. The new plates are interchangeable with the standard centrifugally cast aluminium-bronze types.

## Micrograms . . .

**Cardiff Office:** J. and H. Transport (Peckham), Ltd., are to open an office at 3 Fitzalan Road, Cardiff, on February 1.

**Service Weeks:** A programme of show and service weeks from February 16-April 24 has been arranged for Standard distributors.

**"Ben" Meeting:** The London Centre of the Motor and Cycle Trades Benevolent Fund will hold its annual meeting at 15 Fitzhardinge Street, London, W.1, on February 13.

**Atlanteans for Newcastle:** Two Leyland Atlantean buses with electrically actuated doors are to be operated experimentally by Newcastle upon Tyne Transport Department.

**Dearer Derv:** The Shell-Mex and B.P. and Power Petroleum companies on Tuesday put up the price of derv by 1d. a gallon. Later National Benzole announced a similar increase.

**French Bus Exports:** The French company Société des Usines Chausson, have exported 85 buses to Poland and seven to Rumania. They have in hand orders from Spain, Peru, Poland, Yugoslavia and Rumania.

**Record Suggestions:** Vauxhall Motors, Ltd., last year paid £14,446 10s. for 1,205 successful suggestions—more than twice the amount paid in 1957. This is the highest figure since the scheme has started, in 1942.

**More Titans for Calcutta:** West Bengal State Transport, who already operate more than 400 Leyland buses in Calcutta, have ordered 40 Leyland Titan double-decker chassis. The latest additions to the fleet will be PD240 models, 8 ft. wide and 27 ft. long.

**New Trailer Factory:** C. P. Witter, Ltd., trailer manufacturers, are having a new factory built on a site at Canal Side, Chester.

**Head Office Move:** The National Benzole Co., Ltd., will move their head office next Monday to Mercury House, 195 Knightsbridge, London, S.W.7.

**N.E.A.V.B. Conference:** The National Employers Association of Vehicle Builders are to hold their annual conference at Bournemouth from June 8-11.

**Italian Tyres in India:** A factory with an ultimate output of 1,000 tons of tyres a month is being built near Bombay by the Italian C.E.A.T. Rubber Co.

**Telehoist in Manchester:** A sales, fitting, service and repair depot has been opened at Upper Brook Street, Manchester, 13, by Telehoist, Ltd. Mr. R. D. Riley is branch manager.

**Motorway on Film:** A 20-minute colour film of progress on the southern section of the London-Yorkshire Motorway has been produced by the contractors, John Laing and Sons, Ltd., and is available from them on free loan.

**Soviet Output:** The U.S.S.R. made 194,000 goods vehicles and motorbuses and 240 trolleybuses in the first half of 1958, slightly more than in the first six months of 1957. Tyre output from January-June last year totalled 7.1m., a rise of 15 per cent.

**Limited Stop:** Birmingham Corporation are introducing a limited-stop bus service between James Watt Street and Glebe Farm Estate, to run at a frequency of five to six minutes. Another service caters for short-distance passengers on the route.

## Private-party Operator Seeks to Run Tour: Strongly Opposed

A PROPOSED seven-day tour from Leeds to Ramsgate, to be operated by Tetley's Motor Services, Leeds, was strongly opposed when it came before the Yorkshire Traffic Commissioners last week. Tetley's wanted to operate three times a month in May, June and September, and once in August.

Objectors were British Railways, Happiway Tours (Manchester), Ltd., Shearing's Tours, Ltd., Heap's Tours, Ltd., Wallace Arnold Tours, Ltd., Feather Bros. (Tours), Ltd., and West Yorkshire Road Car Co., Ltd. (on behalf of the Yorkshire Pool).

Mr. J. Evans, for Tetley's, said the tours were designed for elderly people, and would cost under £10. There would be two fantail excursions, one to Margate by the East Kent Road Car Co., Ltd., and one to Canterbury by Tetley's. At present they had no road service licence, but they ran three coaches and last year they operated the tour as a private party. They intended to do the same this year.

Answering Mr. H. Backhouse, for Happiways, Mr. William Tetley admitted that he wanted to get into the extended tour field and had applied for Margate because he believed there was no road service from Leeds. He said he did not know that Happiways had a feeder service from Bradford to join their Ramsgate tour at Manchester.

Cross-examined by Mr. F. Marshall, for Wallace Arnold and Feather Bros., he explained that the inclusive charge would be £9 18s. 6d., which would be enough to make the trips pay. He denied that such a fare would be uneconomical.

He told Mr. J. H. Robinson, a Shearing director, that he did not realize they had a feeder service from Leeds to Manchester, or that if a recent application by Shearing's were granted people would be able to reach Margate. Mr. Tetley added that he could fill all his coaches without advertising. It was rapidly increasing new traffic, so no other operator would be affected.

A Mr. W. Turner, describing how he collected names for last year's private party, said it was a great inconvenience for elderly people to go to Ramsgate by rail as they had to cross London to change trains. Answering Mr. T. B. Atkinson, for the railways, he agreed that this also applied to elderly people living in North London, for instance.

The hearing was adjourned until February 17.

### LITTLE ON TRANSPORT AT CLEANSING CONFERENCE

A PART from the demonstration of vehicles and earth-moving equipment, and a paper on dustless refuse collection by Mr. R. F. Millard, deputy director of public cleansing, St. Marylebone, there will be little of transport interest at the Institute of Public Cleansing's conference at Brighton from June 9-12. Vehicles will be on view on June 10 and earth-moving equipment on June 11.

During the proceedings there will be papers on the disposal of radio-active solid wastes, publicity (with special reference to litter), smokeless zones, mechanized composting in Jersey, and on personnel.

One of the new Albion Claymore vans for the parcels organization of Cusick Transport (Southern), Ltd.



## Corner Cab Doors on New Parcels Vans

A NEW fleet of Albion Claymore underfloor-engined parcels vans is being delivered to Cusick Transport (Southern), Ltd., Parkstone, Dorset, by Barrett's of Pendleton, Bazaar Street, Pendleton, Manchester.

The most noticeable feature is the absence of a door on the off side of the cab. The driver enters through a jack-knife door across the near-side front quarter of the cab, which has a low step. The usual passenger seat on the near side is replaced by a flat shelf for small parcels. The cab roof is sufficiently high to allow the driver to stand upright to sort the parcels.

The van body, which is separate from the cab, has a translucent glass-fibre roof. No skirt panels are fitted, to facilitate access to the underfloor engine.

[The company's documentation system for parcels was fully described and illustrated in *The Commercial Motor* on April 25, 1958.]

### LEAGUE OF SAFE DRIVERS

FOURTEEN drivers of heavy vehicles operated by Gallaher, Ltd., London, S.W.6, will take the preliminary and advanced tests for membership of the Finchley League of Safe Drivers on January 31. The League is organized by Finchley Road Safety Committee and the heavy-vehicle section was started at the end of last year at the request of a driver.

### BY-PASS DAMAGE INQUIRY

A N urgent detailed investigation into damage to Preston by-pass is being made on the instructions of Mr. Harold Watkinson, Minister of Transport. The road has been closed because of damage by water and frost. Mr. Watkinson has asked Lancashire County Council to re-open the road as soon as possible.

### AIR-SPRUNG IKARUS

A PROTOTYPE rear-engined 37-seat Ikarus coach will be exhibited at the 1959 Budapest Industrial Fair. Designated the Ikarus 303, it has air-suspension and is claimed to cruise at 55 m.p.h.

## Black Outlook for Hull Transport

WITH an estimated deficit of £13,117 for the year ending March 31, Hull Corporation's transport undertaking faced a black outlook unless there was a complete reappraisal of the city's services, said Cllr. D. N. Bancroft at a meeting of the transport committee last week.

The actual loss for the current year was stated to be £940, but a previous deficit of £12,177 had to be added to this sum. Mr. G. E. Atkinson, deputy city treasurer, said next year's deficit would probably be £118,380. The figures, however, did not take account of possible fare revisions which might reduce the loss to £28,497.

Mr. G. H. Pulfrey, general manager, said that although the figures looked high, large estimates had been made for increases in wages and the cost of materials which might not be needed.

### LEYLAND ENGINE IN T.V.W. CHASSIS

A SIX-WHEELED 20-ton-gross chassis powered by a Leyland O.375 oil engine, driving through a Leyland-Albion six-speed overdrive-top gearbox has been completed by Transport Vehicles (Warrington), Ltd., John Street, Warrington.

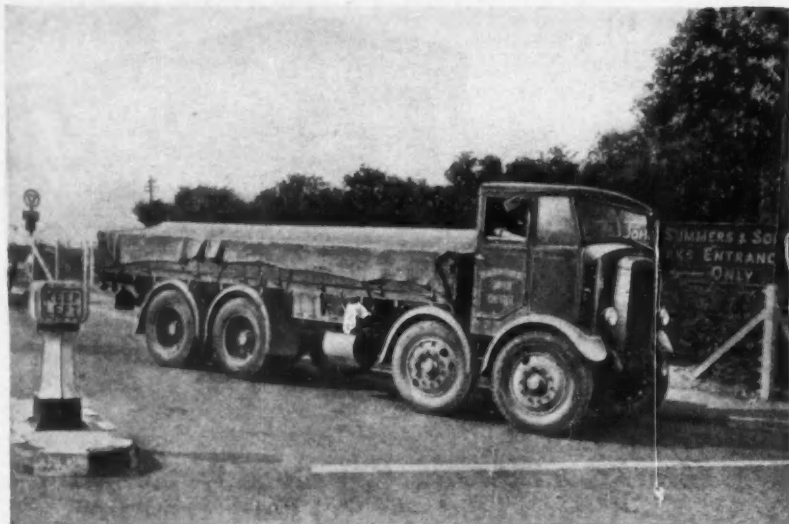
The chassis has been built to a specific order and will be equipped with a Bowyer cab. Vacuum-hydraulic brakes are employed, although air-hydraulic braking can be supplied. The final-drive ratio is 8.25 to 1. The general chassis specification follows that of the six-wheeler described in *The Commercial Motor* on August 29, 1958.

### BROWN BROTHERS EXPAND

NEW premises have been opened by Brown Brothers, Ltd., at Horseley Fields, Wolverhampton. Comprising three floors and a basement, with a floor area of about 33,000 sq. ft., the building incorporates the tyre fitting and service department, transferred from St. Mary Street.

Each floor is devoted to particular sections of the company's trade, and separate buying counters are provided. Oils and bulk stocks are housed in the basement.





*One of the older Leylands run by Sealand District Transport starts a journey from the Summers plant.*

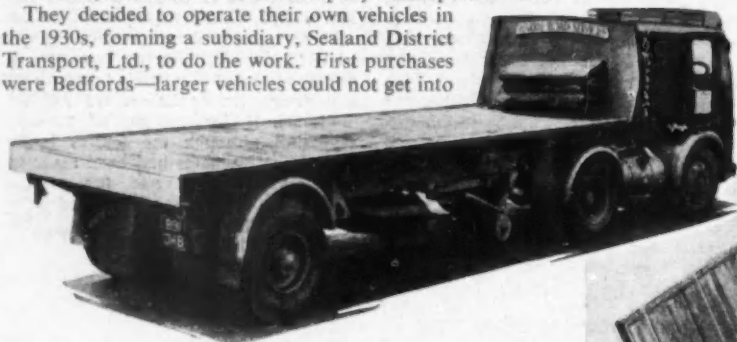
absorbed by Sealand Transport when the change occurred.

Nowadays, Sealand Transport have an outside fleet of 85 C-licensed vehicles, all eight-wheelers except for one Bedford 6-tonner. Mr. G. K. Tatterson, who has been transport manager for the past 10 years, divides them into six groups of 13 vehicles, with the remainder kept in reserve. Four groups are employed on day work and two on the trunk routes, with each of the six groups alternating between the two types of operation.

John Summers' plant is in full production 24 hours a day

**D**AY and night a continuous stream of heavy vehicles leaves the 75-acre plant of John Summers and Sons, Ltd., Hawarden Bridge, Shotton, carrying steel sheets to all parts of the country. Shipments average between 16,000 and 17,000 tons a week, and to meet ever-increasing competition it is essential that door-to-door deliveries are made from Shotton to the customer. Therefore, firm control of the company's transport is vital.

They decided to operate their own vehicles in the 1930s, forming a subsidiary, Sealand District Transport, Ltd., to do the work. First purchases were Bedfords—larger vehicles could not get into



the works because of a low bridge—and by 1936, 12 articulated outfits were being operated. It was soon evident, however, that loads of 12 tons and over were beyond these units. Another point was that articulation was unsatisfactory for the conveyance of heavy loads of steel.

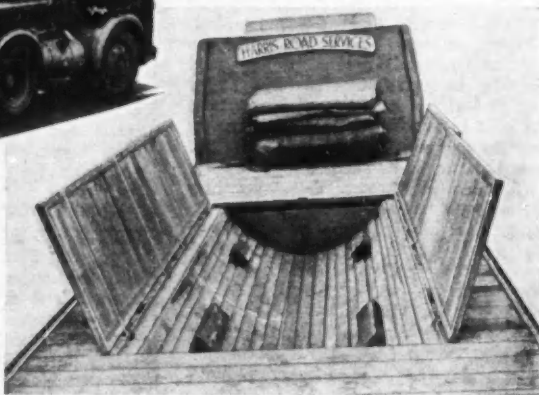
The way became clear for improvements in 1937 when the bridge problem was removed, and Sealand Transport made a complete change-over to Leyland eight-wheelers. Because they were built locally, which meant good servicing facilities, it was decided to standardize with these vehicles, and another 25 were added to the fleet within the next two years.

An important development took place in 1955 when two companies inter-connected with John Summers—the Wolverhampton Corrugated Iron Co., Ltd., and British Coated Sheets, Ltd.—moved to Hawarden Bridge. They had 21 Leylands and four Bedfords operated by a subsidiary, Great Northern Transport, Ltd., which were

*Regular callers at the Summers works are vehicles operated by Harris Road Services, Ltd. The picture on the right shows a B.C.T. trailer with a built-in well specially designed for the carriage of sheet steel coils. (Above) The trailer becomes a normal "flat" with the trapdoors closed. A Leyland Comet tractor is employed.*

## Door-to-door is Essential

By  
G. Duncan Jewell



from 6 a.m. on Sunday until noon the following Saturday. On Sunday nights one group of trunk vehicles bound for Luton and the London area leaves the works after being loaded in late afternoon. Another group makes the same journey the following night, and in both cases shunt drivers take over at Oxford and Dunstable.

Meanwhile, the day groups operate over an 80-mile radius, mainly travelling to the Midlands, although export steel is also carried in large quantities to Liverpool, Birkenhead and Ellesmere Port. Automobile manufacturers are the major customers, but substantial deliveries are made to makers of oil drums, kitchen and office furniture, refrigerators, cookers, agricultural implements, outbuildings and many other commodities.

Sealand Transport's fleet must run as a paying concern, and Mr. Tatterson regards day work as more economical



for his vehicles. As a result, most long-distance work is given to sub-contractors, except for the trunk run to Luton and London for which backloads of scrap and raw materials are available.

This means that outside hauliers carry 45-48 per cent. of John Summers' output, with Sealand Transport catering for about 1,350 tons a day. The rest—about 10 per cent.—travels by rail. Although traffic is steadily increasing, no difficulty has been experienced in hiring vehicles, and the index of outside hauliers which Mr. Tatterson keeps always produces the required transport.

Of the Sealand Transport fleet, about 35 vehicles leave the plant each morning for the Midlands and at night they are available for maintenance. The trunk vehicles, on the other hand, are kept busy 24 hours a day, but as soon as they begin their day work nightly maintenance is carried out.

Some idea of the recent expansion by John Summers is given by production during a week in January, 1947, when they dispatched 8,000 tons by road and rail. In the same week last year the amount was 18,646 tons. The steel is carried in coils weighing from 3 to 10 tons, or in bundles

overnight delivery on the trunk route. However, British Railways bring in most of the raw materials for the iron-making section of the plant, chiefly ore, coking coal and limestone.

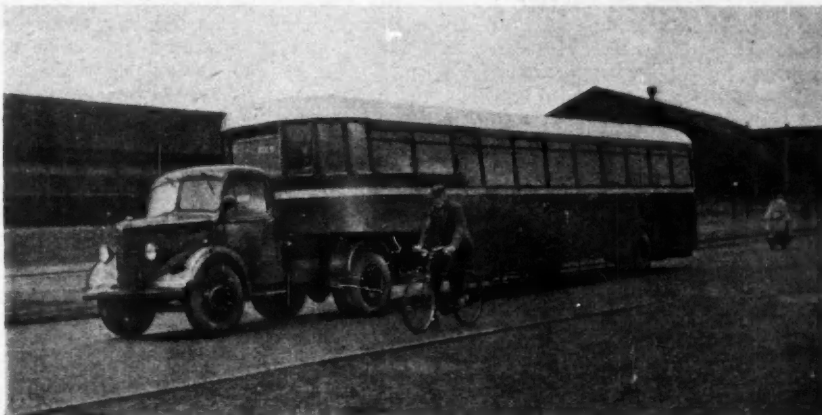
Nearly 30,000 tons of foreign ore from Sweden, Newfoundland, Labrador, Sierra Leone, Liberia, Tunisia, Spain and Brazil arrive each week at Bidston Dock, Birkenhead, and are conveyed by rail to John Summers' works. The railways also cater for about 25,000 tons of coal from Yorkshire, South Wales and the United States.

Other raw materials used in the course of a week include about 9,500 tons of scrap (some 5,000 tons of it from the plant's own risings), 550 tons of dolomite and 135 tons of magnesite. In the company's sidings there is accommodation for more than 1,000 railway wagons.

The coal wagons tip their contents on to belts which lead to storage heaps where blending takes place. The blended fuel is then fed into 176 coke ovens using 24,000 tons of coal a week and producing 17,500 tons of coke. By-products include 175,000 gallons of tar, 56,000 gallons of refined Benzole and 250 tons of ammonium sulphate.

## Service in Steel

*Nearly Half the  
Output at John  
Summers' Steel-  
works is Carried by  
Outside Hauliers:  
Little Use Made  
of Rail for Out-  
going Traffic*



*An articulated Bedford bus which operates solely within the Summers works, and carries 100 passengers. These vehicles were specially built for the company to run regular internal services for workers.*

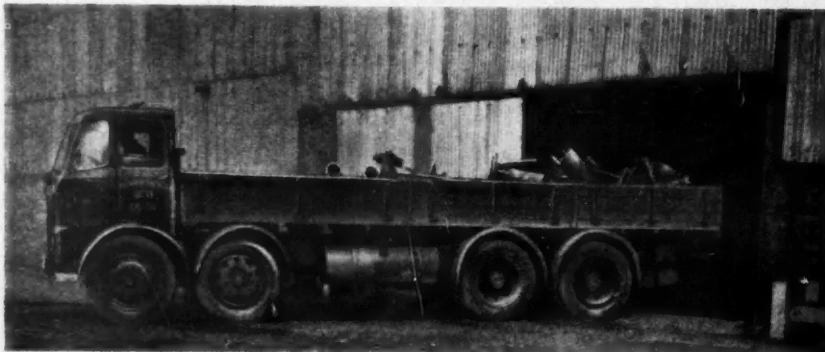
of sheets. The higher grades, which are liable to damage, are oiled, particularly galvatite (galvanized flat or corrugated steel), zintect (zinc-coated steel) and stelvetite (steel with a plastics-coated finish in various colours).

As additional transshipments are necessary in rail movements, the railways play only a small part in carrying outward traffic. The time-factor also goes against them, because same-day delivery is required in the Midlands, and

The gas produced goes into a waterless gasholder with a capacity of 1 million cu. ft. to be used in either the ovens or the steel furnaces. Surplus gas is passed to the Wales Gas Board for distribution through their grid system.

The ore arrives in 65-ton ore bogies which are shunted on to the "ore bench"—a long series of hoppers under the railway track. The bottom doors of the wagons are then opened, allowing the ore to drop into the hoppers to be conveyed by belt to the crushing plant.

Ore, coke and limestone are fed into two blast furnaces which have an output of more than 16,000 tons of iron a week. From the furnaces the molten iron



*Sealand District Transport have found Leyland eight-wheelers ideal for the heavy work involved in serving a steel plant. They have more than 80 of them, and one is seen here preparing to unload at the works.*

goes to the melting shop, where it is poured into 1,200-ton "mixers" and drawn off to open-hearth furnaces. There it is mixed with scrap and smelted into steel.

The steel ingots are taken to the slabbing mill for rolling and then transferred to the continuous hot-strip mill and cold reduction mills to be processed by "pickling" in acid baths, annealing and other operations.

In addition to the outside fleet, Mr. F. Massey, manager of Sealand Transport, is responsible for about 200 vehicles operating solely within the works. These include buses, cars, lorries, tractors, dumpers, fork-lift trucks, two ambulances—including a 1927 Rolls-Royce which is still going strong—and a fire brigade with five trailer pumps.

Much of the internal work is the transport of partially processed steel sheets between the various finishing mills for re-heating. Eight of the Leylands are engaged on this work 24 hours a day. More than 20 Bedford 3-tonners are used to carry stores, spare parts and engineering components between various parts of the plant, which has 12 miles of road, 76 miles of railway and more than 11,000 employees.

The transportation of the workers to various parts of the works is no small job, and for this purpose specially built Bedford articulated 100-seat buses are employed. A central bus park is the assembly point for employees arriving at the beginning of the three eight-hour shifts, and there they transfer to the trailer cars for journeys of up to two miles.

Conveyance is also provided in the morning and evening for day staff, and there is a regular half-hourly service

inside the works between 9 a.m. and 5 p.m. Ten smaller buses and more than 40 cars are regularly employed on this type of work.

The transport fleet has a large modern garage and up-to-date workshops, with underground oil storage. The policy is to do complete overhauls on a regular cycle, with everything, except work on electrical components, being done within the plant. Vehicles are checked daily, and greasing and oiling are completed once a week in strict rotation. This policy has proved satisfactory for, although Leylands have been bought since 1937, all the vehicles are still in operation either outside or inside the plant.

Because the mileage run by all the vehicles is approximately the same, preventive maintenance is arranged on a mileage basis. The replacement of big-end bearings and cylinder liners at 100,000 miles, and renewal of brake facings at 150,000-200,000 miles, are examples of normal work done throughout the fleet. Tyre averages, taken over a period of three years, work out at 46,856 miles.

More than 100 drivers are employed, but there is no difficulty in obtaining good men because of the excellent working conditions and the payment of a basic rate higher than the Road Haulage Wages Order schedule, plus a bonus on production.

The operation of the company's transport is economical and efficient, and strikes a good balance by integrating with the professional haulier and British Railways for the speedy delivery of raw materials to the plant and dispatch of the finished product.

## Two New Bulk-load Albions

*Body Length of 21 ft. 6 in. Available on Wheelbase of 15 ft. 6 in.: Unladen Weights Well Under 3 Tons*

**T**WO new chassis introduced by Albion Motors, Ltd., Scotstoun, Glasgow, have been designed for the carriage of light but bulky loads and, in particular, for the accommodation of pantechicon bodywork.

They form part of the Victor range. They are derived from the Victor passenger chassis introduced a few months ago and are designated the VT.19N and the VT.19N(HD). Both have a wheelbase of 15 ft. 6 in., giving a body length behind the cab of 21 ft. 6 in.

The chassis differ essentially in respect of gross weight rating. The VT.19N model is rated for a gross weight of 8½ tons and is mounted on 8.25 by 20-in. tyres—10-ply at the rear and 12-ply at the front. Its dry weight is 2 tons 14½ cwt.

Having a gross rating of 10 tons 4 cwt., the VT.19N(HD) has a heavier frame section than the VT.19N and has 8.25 by

20-in. (14-ply) tyres at the front and 8.25 by 20-in. (12-ply) at the rear. The dry chassis weight is 2 tons 16½ cwt.

Frame side members of the VT.19N(HD) are of ¾-in. pressed steel with a maximum depth of 9½ in. and 2½-in. flanges. The side members of the VT.19N are of ½-in. steel and have a maximum depth of 8½ in., with 2½-in. flanges. Both frames are braced by tubular and pressed-steel cross-members bolted in position, and the overall frame width is 34 in.

The standard power unit is the Albion EN.289 four-cylindered 5.5-litre direct-injection oil engine which develops 90 b.h.p. at 2,200 r.p.m., with a maximum torque output of 252 lb.-ft. at 1,250 r.p.m. The engine, which carries a 13-in.-diameter single-dry-plate clutch, is unit mounted with the standard Albion five-speed constant-mesh gearbox, which is

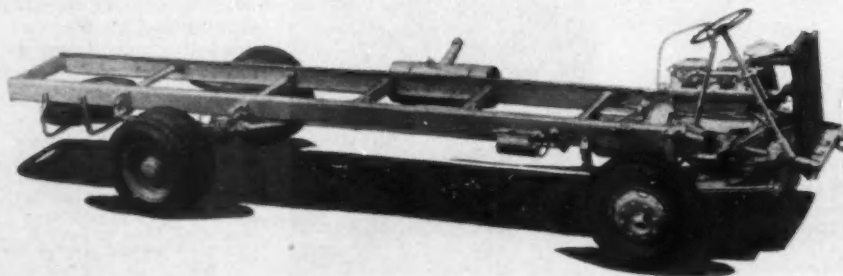
available at slightly extra cost with a sixth overdrive speed.

As with other new Albion chassis introduced in the past year, the rear axle is a double-reduction unit with spiral-bevel primary reduction and 4-to-1 hub reduction gearing. The normal axle ratio is 6.25 to 1, but other ratios are available.

Marles cam-and-double-roller steering has a ratio of 24.7 to 1, and the turning circle is quoted as 60 ft. Conventional semi-elliptic springs are employed at front and rear, and are 4 ft. 6 in. long. The front springs have 3-in.-wide leaves, whilst the leaves of the rear springs are 3½ in. wide. Telescopic dampers are fitted at the front axle.

Vacuum-hydraulic braking is specified, the Girling two-leading-shoe hydraulic brakes having a Hydrovac vacuum servo. The front brakes measure 16 in. by 3 in. and the rear brakes, 15½ in. by 5 in., giving a total frictional area of 497 sq. in.

A 25-gal. fuel tank is supplied and the cab, which is offered as optional equipment, is the new all-steel unit introduced originally on the Chieftain 7-ton chassis. A notable feature of this cab is the low entrance height, with steps ahead of the front wheels.



*A clear frame length behind the cab of 21 ft. 6 in. is given by the new Albion Victor bulk-load oil-engined chassis. Versions rated for 8½ tons or 10 tons 4 cwt. are available. The engine develops 90 b.h.p.*

## £25,500 Economies to Meet Bus Pay Award

HIGHER wages have added £30,000 to the costs of the Devon General Omnibus and Touring Co., Ltd., but they intend to gain £25,500 through economies—using more one-man buses, revising timetables, and running vehicles with greater seating capacities.

The Western Traffic Commissioners heard this at Bristol, last week, when the company asked for minor fare revisions to bring in £4,500. They were opposed by 18 local authorities, all of whom claimed that even more economies should be practised to avoid fare increases.

For the company, Mr. S. D. Herington said their last application was granted in September, 1957. Now they wanted to increase certain sub-standard day returns up to a maximum of 3d., and to revise other fares so that they came into line with those charged by Exeter Corporation, Western National Omnibus Co., Ltd., and Southern National Omnibus Co., Ltd.

This would bring in £4,500 out of the £30,000 needed to meet the wage award, and the difference would be made up by economies.

Mr. P. F. Clarke, for the objecting local authorities, claimed that the application was premature as further economies could yield the £4,500. It was wrong in principle to apply for such a petty amount considering the damage the publicity would cause. A further application would probably be made in the near future.

Mr. Herington replied that wholesale alterations were not possible at present. The company merely wanted to get rid of anomalies in the fare scale.

The Commissioners granted the application, together with an application by Exeter Corporation, who wanted to end anomalies outside the city.

When the Yorkshire Commissioners heard an application by the Mexborough and Swinton District Traction Co., Ltd., they were told about "secret meetings" by local authorities. Mr. D. R. Vernon, the company's traffic manager, said these meetings were jiggery pokery by the local authorities who were discussing the compulsory acquisition of the company.

The application was for the four-stage 3d. fare on motorbuses to be increased to 4d. For the company, Mr. S. D. Herington said this would yield £1,500, and a similar increase on trolleybus routes would bring in £2,500. The wage bill had gone up by £5,459, and a further £1,000 would probably be lost this year through falling traffic receipts.

Mr. G. F. Clegg, clerk to Rawmarsh Urban District Council, submitted that the company's 30 trolleybuses were due for replacement in 1960, and if motorbuses were substituted there could be a gain of £25,000.

Decision was reserved.

At Brighton, the South Eastern Commissioners agreed to £42,000 increases

proposed by Southdown Motor Services, Ltd., aimed at helping to meet the wage award of £84,000 a year. Mr. H. J. Thom, chairman, remarked that the company seemed to have done all they could in face of heavy increases in costs, and their proposals were such that not too much hardship would be suffered by passengers.

The traffic manager, Mr. G. Duckworth, said the 2d. fare would be retained, although it was proposed to shorten stages on fares up to 8d. New fares of 2½d. and 3½d. would be introduced, but some 4d. fares would be reduced. Season tickets for single fares over 11d. would go up slightly and so would scholars' season tickets.

The balance of the wage award would be met by cutting mileage, using more one-man vehicles, and having replacement vehicles with larger seating capacities.

Fare increases sought in Scotland by Garelochhead Coach Services, Ltd., were granted "in principle" by the Scottish Commissioners. Mr. J. Law, for the company, said they wanted to cover the pay award by bringing their fares into line with those now granted to Scottish Omnibuses, Ltd.

The Scottish Co-operative Wholesale Society, Ltd., who also wanted to bring their fares into line, were granted increases on three stage services. They faced no opposition.

### Bird's Eye View

MR. W. P. S. ORMOND, the somewhat astringent chairman of the Eastern Traffic Commissioners, raised a nice point with Western S.M.T. representatives during the Buckmaster case at Luton last week.

What, he asked, was the precise meaning of the word "pass" on the company's timetables? Quoting an example, he read that an express coach passed a town at 10.38. Was it intended that would-be passengers should be there to cheer it on its way? Was the word used to interest coach travellers in the scenery? Or did it mean that the coach was prepared to set down and pick up passengers at that point?

I rather think Mr. Ormond will arrive at a definition "in another place."

### Snowed Up

FREE-ENTERPRISE road transport's No. 1 adversary, Mr. Ernest Davies, was in a chilly mood when he spoke in the House of Commons last week during a debate on the Bill to raise the British Transport Commission's borrowing powers. He rolled before him a snowball of B.T.C. loans growing ever larger as still more debts piled up with each "sub" from the Exchequer. The alternative, he said, was to abandon hypocrisy and admit that the loans were gifts. The trouble is that he is undoubtedly right.

### Frosted Up

BRITAIN'S first motorway has turned out to be literally a frost. The whole of it has been closed because about 100 yd. has bubbled as a result of frost damage. Mr. James Drake, Lancashire's surveyor, said by way of mitigation that the carriageways and verges had been laid during bad weather,

## They Shall Not Pass

### By The Hawk

which had by no means improved since the road was opened.

This makes a dismal prospect for the London-Birmingham motorway, the excavations for which seem to have been almost perpetually flooded.

### Praeper 'Eller

THERE was a time when east was east and west was west and the twain never met. That, according to Mr. W. J. Duckham, chairman of West Cornwall Sub-area of the Road Haulage Association, speaking at Falmouth last Friday, was how the Cornish people escaped extermination by invaders who landed in the east. Now they are invaded every year from the east and north—and are glad of it.

What they do not welcome is the latest threat from the east—Westminster, to be precise—to integrate transport. Even the "warmer climate" of Cornwall is no protection against this kind of icy blast.

### Cheap at the Price

AN operator in Salisbury, Rhodesia, has cut his tyre bills by thousands of pounds a year by paying drivers a bonus for freedom from puncture. He uses Leyland Octopus eight-wheelers, the tyres of which cost up to £480 a set, and was alarmed by the frequency of impact fractures. Since he introduced the bonus system, his drivers have been far more careful.

### Fruity

THE man who designed the gearbox of the car in which I invested was apparently brought up on fruit machines. To engage a gear it is necessary to line up four pears. As I have never been successful with games of chance I usually have to make do with two pears, a plum, a pineapple and a set of ear-plugs.



## Vehicle Stability Essential on Motorways

ONLY one speaker disagreed with the forecast made by Mr. G. Grime, of the Road Research Laboratory, at a meeting of the Automobile Division of the Institution of Mechanical Engineers in London, last week, that commercial-vehicle speeds on the motorways would not exceed about 55 m.p.h. The dissenter envisaged coach speeds around 70 m.p.h.

The two speakers were taking part in a discussion on "The Effect of Motorways on Vehicle Design and Durability," after the presentation of a prepared contribution by Dr. D. J. K. Stuart, of the British Motor Corporation.

Quoting speeds on Continental and American highways, Mr. Grime said 53-54 m.p.h. was the normal average in most countries. This corresponded with speeds on Preston by-pass. In America, typical operators of heavy commercial vehicles did not favour a speed as high as 50 m.p.h., but it was normally exceeded slightly.

### Tyres a Problem

There would be few mechanical breakdowns at these moderate speeds, but heat generation in tyres would create a special problem. Vehicle stability would assume great importance with regard to both safety and economic running.

Anti-skid brakes should be employed, and in the case of lighter vehicles the braking effort should be applied to one of the two rear wheels (as well as the front wheels). This would reduce maximum braking efficiency by 20 per cent., but would provide sideways stability in the event of a skid. Dispelling doubts about this claim, Mr. Grime said he was "perfectly serious," and added that he would favour a device providing differential braking at the rear.

Mr. F. G. Parnell (Automotive Products Co., Ltd.) confirmed that locking the front wheels was less dangerous than locking the rear wheels, because it did not cause deflection from the line of travel. He asked whether a "limited anti-skid" device could be evolved.

The need for brakes giving improved efficiency was emphasized by a number of members. One of them—a fleet operator—complained that the efficiencies of the foot and hand brakes of a new eight-wheeler were 50 per cent. and 18 per cent. respectively. Mr. Parnell replied that an efficiency of 50 per cent. was the maximum required by many commercial-vehicle makers, because greater braking effort could injure the passengers and cause the loads of goods to shift forward. All wheels on an eight-wheeler should be braked.

Mr. Grime pointed out that a good braking system was often inefficient when the vehicle was overloaded. A great deal of research work would be necessary to raise the standard of commercial-vehicle braking to the average represented by private cars. When produced in quantity,

n10

### Three-wheel Braking of Light Vehicles Advocated to Prevent Sliding

disc brakes should be as economic to manufacture as drum brakes. Improved brakes would be essential on the motorways. One of the main problems was to eliminate lag between application and operation of brakes.

Application lag was mentioned by Mr. Parnell in connection with hand brakes. Although the multi-pull brake provided a favourable efficiency, its performance was, he said, inadequate in an emergency because of delay. He advocated that independently operated servo hand brakes should be legalized.

The relation between braking efficiency and tyre design was briefly discussed by another member, who referred to the possibilities of the low-profile cover. This might, he claimed, enable single tyres to be employed at the rear in place of twin wheels and might give improved braking.

Further observations on safety factors included a statement that wheel-hub fractures and tyre fires were frequent on the German autobahn.

A member emphasized the importance of a good view to the rear, and another speaker, citing Continental practice, said the duplication of traffic indicators should be compulsory because of the danger that could result from failure. This was supported by a member who advocated the compulsory duplication of brake-light systems. Both suggestions were commended by the chairman, Mr. R. A. Wilson-Jones.

Dealing with members' views on headlights, Mr. Grime stated that the reduced dazzle of yellow headlamps was derived mainly from sharper cut-off of the beam. Yellow light had slightly lower intensity than a white beam. In the main, dazzle could be attributed directly to mis-aiming the headlights. The use of full headlight power on the motorways should be prevented by law until an anti-dazzle screen had been erected in the centre.

### Cabs Under Fire

Severe criticisms of cab appointments were made. A fleet operator emphasized that a "complete re-think" on driving comfort would be necessary. The "appalling noise of the engine" in a forward-control vehicle—the major cause of driver fatigue—would have to be isolated. Mr. Grime pointed out that a forward-control cab provided an increase in load-carrying length of 1 ft. 2 in.—a small gain for the sacrifices involved.

He claimed that there was not enough collaboration between vehicle designers and users. Higher powers would be essential for the speed increases envisaged, and it would probably be necessary to pay £100 more for the engine, as well as £100 extra for an improved cab.

Engine lubrication was a prominent topic. Commenting on statements made in Dr. Stuart's contribution, Mr. F. Lawrence (Shell) said additives were available which effectively inhibited oxidation at high lubricant temperatures and prevented the formation of hot sludge and so on.

Dr. Stuart replied that most engines of motorway vehicles would operate at a high oil temperature, and large oil pumps and improved cooling characteristics might be required. In the region of 130-140° C. an additive-treated oil might be unstable when lubricating parts subject to high rates of shear.

After agreeing that finality in lubricant developments had not been attained Mr. Lawrence said some engine makers failed to ensure that the most suitable oil was used. The relatively high cost of polymer additives was an important factor to the user. Anti-scoff additives were available.

Mr. Wilson-Jones said that no statement had been published regarding the lubricating properties of viscosity improvers, the proportion of which might be as high as 5 per cent. Referring to large oil pumps, he asked why a high-pressure system was necessary. Dr. Stuart replied that high pressures were not necessary for efficient engine operation, but that, with the assistance of a relief valve, they enabled a gauge reading to be obtained which afforded a reliable indication whether oil was being circulated.

Criticizing typical British vehicles on account of their low oil capacity, a member claimed that adequate capacity, combined with a finned sump, would obviate the need for oil additives. An oil cooler might upset the balance of cooling. A high oil temperature could increase consumption from a normal rate of 2,000-3,000 m.p.g. to about 700 m.p.g. Experience in Germany had shown that safety at high speeds largely depended upon "the sustained reliability of small parts."

### High Top Gear Needed

The necessity to employ a high top gear for motorway operations was emphasized by a number of speakers. One said that the use of an overdrive gear could reduce the oil temperature by as much as 20 per cent.

Referring to the suspension of public service vehicles, a member claimed that the application of air-hydraulic units might enable the suspension and braking systems to be interconnected in such a way that the braking effort was proportioned between the front and rear axles according to weight distribution.

On the possible use of gas turbines, Dr. Stuart said their application to heavy commercial vehicles was more feasible than to lighter types. The petrol engine had reached almost its limit of power output and consumption.

In the case of oil engines, development was concentrated on supercharging. There was no foreseeable limit to the development of the gas turbine. It should be possible to produce a unit equipped with an efficient heat exchanger which would operate as economically as an oil engine.



## New Equipment and Publications

### Quick Testing

**A**LTHOUGH wheel balancing is not widely practised by operators of heavy vehicles in this country, it is commonly done in Australia where it is considered that improved tyre life results. A piece of equipment produced there for the purpose and now available in Britain is the Replex electronic balancer sold by Repco, Ltd., 59 St. James's Street, London, W.1.

A component known as a vibration pick-up is placed under a suspension member such as a wishbone, and the wheel is spun by an electric motor. The pick-up is connected to a wheeled cabinet from which a beam of light is projected on to the wheel when it is at maximum unbalance. This position may be determined when the wheel is stopped by reference to a mark which is initially made on the tyre wall.

A meter on the cabinet indicates the amount of unbalance so that the appropriate weight can be applied to the rim. The process is stated to be simple and quick, whilst it is claimed that the pick-up can detect vibrations as small as 0.001 in. Repco supply weights of different sizes.

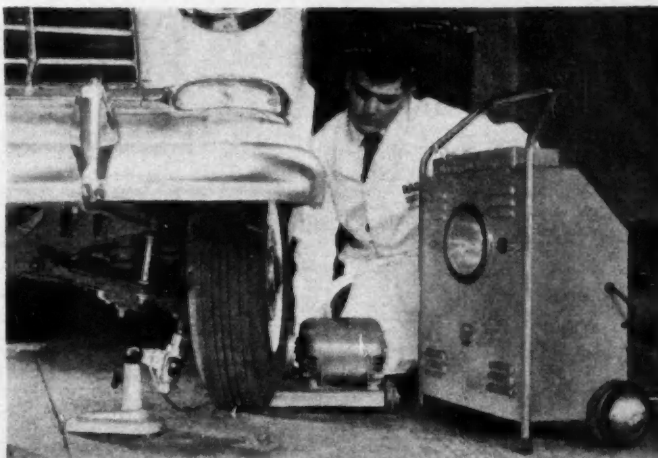
#### Three Batteries

**T**HREE 6-volt batteries are newly obtainable from Smiths Motor Accessories, Ltd., 50 Oxgate Lane, London, N.W.2. The smallest has 17 plates and a capacity at the 10-hr. rate of 10½ amp.-hr. A 19-plate unit has a capacity of 121 amp.-hr. and a 21-plate 135 amp.-hr. The retail prices are £9 15s. 6d., £10 14s. and £11 3s. 6d. respectively.

#### Hard-facing

**M**EANS for hard-facing components by induction heating have been devised by Deloro Stellite, Ltd., Highlands Road,

*This picture shows how the Replex wheel balancer is set up, with the vibration pick-up under the wishbone and the light beam thrown on to the wheel.*



Shirley, Solihull, in collaboration with Radio Heaters, Ltd. Stellite powder is applied, and the component is heated so that a bond is obtained. Advantages are said to include freedom from slag inclusions, blowholes and shrinkage porosity, together with sparing use of hard-facing alloys.

#### Thicker Hardboard

**H**ARDBOARD is now being made in panels ¼-in. thick by the Bowater Organization, and is obtainable through the usual channels. The greater struc-

*Priced at £1 7s. 6d., the Craftsman is an engineer's plane made to take a Surform blade.*



board weighs about 1 lb. 6½ oz. per sq. ft., and the retail cost is upwards of 8½d. per sq. ft. for the standard grade and 11d. for the oil-tempered.

#### Surform Plane

**T**HE Craftsman is a plane incorporating a Surform blade which has been introduced by Simmonds Aeroaccessories, Ltd., Treforest, Glam., especially for professional users. It has a cast-iron body with an accurately machined surface for use on a shooting board and costs £1 7s. 6d. complete with blade, which is replaceable at 3s. 6d. Half-round and fine-cut blades will fit the plane, as well as the standard type with 500 teeth which is suitable for a range of materials.

#### Sandwich Door

**A** GARAGE door, of the up-and-over type, has been produced by Westland Engineers, Ltd., Yeovil, Somerset, with a 2-in. layer of Polyzote expanded polystyrene sandwiched between plywood.

The sandwiched material was produced by the Expanded Rubber Co., Ltd., Mitcham Road, Croydon, Surrey, who also make laminates with Onazote as the core. They would appear to be suitable also for bodybuilding.

#### Pins and Bearings

**T**HE latest British Standards concern split cotter pins and the dimensions of ball and parallel-roller bearings. That concerning pins aligns with American and Continental standards inasmuch as the nominal length is defined as the distance from the underside of the eye to the extreme end of the short leg. Sizes of mild steel cotter pins in diameters of from ¼-½ in. are now based on the standard, and users are advised to bear this in mind when ordering new supplies.

The bearing standard relates to features which control the interchangeability of units, but not internal dimensions or detailed design. The pin standard costs 4s. and the other 12s. 6d. from the British Standards Institution, 2 Park Street, London, W.1; postage is extra to non-subscribers.



*This garage door is of interest as an example of plywood-Polyzote sandwich fabrication combining lightness with strength. Polyzote is an expanded polystyrene material, in this application 2 in. thick.*



## A CONSERVATIVE POLICY

**I**N recent years there has been much discussion about the ideal administrative and managerial arrangements for passenger transport, particularly in urban areas. Sussex is of interest in this connection because, in its three largest urban agglomerations, none of them greatly industrialized, a variety of control and operation exists. The three areas are (1) Brighton with Hove, Portslade and Southwick; (2) Eastbourne, and (3) Hastings with Bexhill.

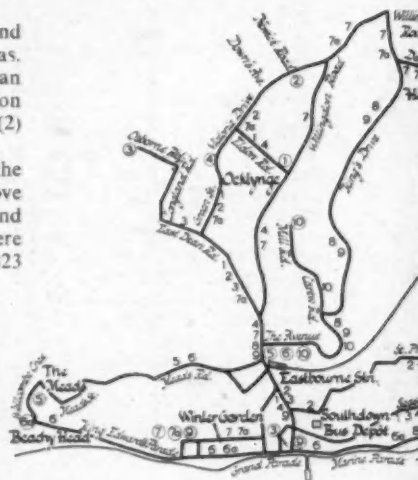
These three areas vary widely in population and extent. In 1951, for example, the population of Brighton County Borough was 156,486, in an area of 12,513 acres. Hove housed 69,535 in 3,953 acres, Portslade Urban District 13,574 in 1,953 acres, and Southwick 10,731 in 1,127 acres. At the same census, figures for Eastbourne were 57,821 in 10,957 acres. The Hastings County Borough figures were 65,522 and 7,323 acres, and the Bexhill population was 25,693 in 7,993 acres.

As Eastbourne is the simplest case, I propose to deal with that transport undertaking first. The county borough stands isolated from any other substantial urban development, so that it has never been difficult to draw a distinction between urban and inter-urban services. Eastbourne has the credit of being the first English municipality to operate motorbuses and is one of the few which did not begin with a tramway system. Before motors appeared the town depended on horsed-buses run by the Eastbourne Omnibus and Carriage Co.

At a time when motorbuses were generally the object of derision, and certainly unreliable, the civic fathers showed remarkable foresight in obtaining a permissive clause in the Eastbourne Corporation Act, 1902, and, what is more, implementing it with little delay. Two single-deck and two double-deck buses were ordered to begin with, and one of these, a 14-seat 16 h.p. Milnes-Daimler, went into service on April 12, 1903, working between Eastbourne Station and The Meads.

By the end of the year the fleet had grown to six and three routes were in operation. Two Clarkson steamers were added in 1904 and gave good service until 1914, despite difficulties with the local hard water. By 1905, in addition to The Meads, it was possible to travel from the station to the foot of Beachy Head, the seafront, Old Town, Ocklynge, Hampden Park, "The Archery" and Carew Road.

If these points are picked out on the map it will be seen that the development of the undertaking during the past 54 years has consisted almost entirely in the provision of



(Below) An A.E.C. on route 9 runs into town via King's Drive. The route terminates alternately at Devonshire Park and the station, and is interworked with routes 7 and 7a.



*Pioneers of the Municipal Bus, Eastbourne Corporation Continue to Provide a Profitable Service for Residents and Visitors with 54 Vehicles*

By C. S. Dunbar, M.Inst.T.

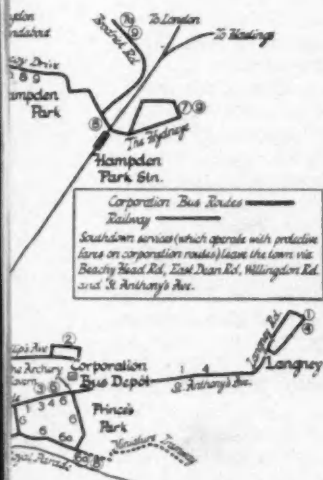
(Extreme left) An A.E.C. Regent 52-seater threads its way through Terminus Road, Eastbourne, on the common route past "The Archery" to Langney. (Left) One of the eight Crossley double-deckers in the fleet. Route 2 serves residents on the northern outskirts of the town, connecting them with the station and shopping centre. (Below) Two Leylands on routes 3 and 4 leave the railway station for The Archery Tavern.

three temporary sites before the department obtained a specially built garage at Churchdale Road in 1911. This was extended in 1922 and 1926. In addition to the maintenance of the buses, work is undertaken for other municipal departments.

Eastbourne is essentially a residential place which attracts a large number of summer visitors. Manufacturing industry is represented by a number of printing works, which have customer connections throughout the country, and by a trading estate for light industries at Hampden Park. Professional organizations have offices in the town, as also have the Dental Estimates Board, who employ about 1,000 people. Retired persons form a large element in the population and there are many business men and administrative workers who live in Eastbourne and have rail season tickets to London, Brighton and other places.

There is, in consequence, heavy traffic morning and evening to and from the station, which is a dead-end terminus. The railway layout here is very different from those in the other two areas I am considering. Besides the terminus, Hampden Park is the only station in the corporation's territory. About seven out of 10 bus passengers are

## PAYS EASTBOURNE



(Left) The map shows the compact area served by Eastbourne Transport Department. In 1958, 16.8 m. passengers were carried.

alternative routes to these points, notably to Hampden Park. The only projection of any length has been over the 1½ miles from "The Archery" to Langney. For a time a service was run beyond Langney to Friday Street.

I doubt whether there is any other town in the country in which the pattern of the system has changed so little over so long a period. There was a boundary extension under the Eastbourne Extension Act, 1937, but this did not automatically give the corporation rights outside its original limits. Three routes (1, 7, 7a) do in part run outside the pre-1937 line as the result of friendly agreement with Southdown Motor Services, Ltd., but applications on two occasions to extend services westwards were unsuccessful. All the present routes are within the existing boundary.

The corporation vehicles were garaged on two or

women. Winter peaks are between 8 a.m. and 9 a.m., noon and 1 p.m. (most workers go home to lunch), and 5 p.m. and 6 p.m. In summer all available buses are required between 8 a.m. and 8 p.m.

Eastbourne was badly hit by the 1939-45 war. It is difficult to believe now that it was originally scheduled as a reception area, but in 1940 evacuation on a large scale took place and only a few thousand people remained. Work was found for the buses made surplus by the fall in population by hiring 15 to Lancashire United and others to Southdown for use at Portsmouth.

Workmen were transported far afield on defence work and for a time the engineering side gave instruction to Servicemen, notably in welding. Part of the garage became an emergency feeding centre. The town had 2,000 alerts, 475 houses were destroyed and 10,000 damaged. The depot was hit twice. Many buses were damaged and three were destroyed. On many occasions the railway line was cut and the corporation had to provide alternative services.

A notable feature of the post-war rehabilitation was the introduction of the first oil engine at the late date of 1946. No pre-war buses now remain in the fleet, except four Leyland TD2s, which the department reconstructed in 1949 with open upper decks.



In all there are now 52 double-deckers (26 A.E.C., 18 Leyland and 8 Crossley) and two single-deckers (1 A.E.C. and 1 Leyland). The fleet livery is an attractive combination of primrose and ultramarine. The maximum seating capacity is 56 and the present policy of the management is not to exceed this figure greatly, if at all.

Large double-deckers, for which there is now such a demand elsewhere, have no appeal for Eastbourne, nor have large one-man-operated single-deckers. The management is thus continuing the conservative policy which has characterized the undertaking throughout its life. It would seem to be justified by the population characteristics and the seasonal ebb and flow of demand.

The open-toppers have abundantly justified the cost of reconstruction, although their period of operation is usually restricted to between May 1 and September 30. Each has its own name and they are generally to be found in summer running along the front, although at times they are employed inland as well.

### All-season Services

Service 6a, the seafront service from Prince's Park to the foot of Beachy Head, is the only one which does not start from or pass Eastbourne Station, the focal point of the system. There are nine all-the-year-round services, plus two short workings separately numbered with, in addition during the summer, a through service from Prince's Park to Hampden Park.

Basic headways vary greatly from five minutes between the station and "The Archery" to as much as an hour on service 10 to Mill Road. Two of the services to Hampden Park are also only hourly, but in this case there is an alternative. Services 7, 7a and 9, which are those serving Hampden Park, are interworked to economize on vehicles and staff.

It is interesting to see how this is done. The journey times are approximately the same on the three services—22 or 23 minutes—except that alternate buses on service 9 start at the station instead of at Devonshire Park, which is otherwise the southern terminal. An extract from the duty schedules, omitting actual times, reads thus (The Hydneye and Brodrick Road are alternative terminals in Hampden Park):

9, Station—King's Drive—Brodrick Road; 7a, Brodrick Road—Old Town—Devonshire Park; 9, Devonshire Park—King's Drive—The Hydneye; 9, The Hydneye—King's Drive—Devonshire Park; 7a, Devonshire Park—Old Town—Brodrick Road; 9, Brodrick Road—King's Drive—Grand Parade; 9, Grand Parade—King's Drive—The Hydneye; 7, The Hydneye—Ocklynge—Devonshire Park.

Services 1 and 4 run on a common route from Langney past "The Archery" and the station to Upperton Road, beyond which they form a loop, worked in both directions, serving Ocklynge and Old Town. Service 6 runs from the station to "The Archery" via The Meads and the seafront, with 5 and 6a as short workings on it.

The undertaking has a good financial record. Since it started in 1903 there have been only nine years in which no

profits have been made. It is now debt-free and has a reserve fund. In the lowest ranges fares are now double the pre-war level, with a minimum of 2d., but the increase is much less above 3d. The pre-war 6d. ride, for instance, even now costs only 8d.

Eastbourne has one of the few entirely urban undertakings which offer return fares at reduced rates all day, including Sundays and holidays; these apply to stages of 5d. and above. Except for a few 2½d. stages along the front, fares rise in penny steps. The usual pre-printed tickets were employed until 1954, since when Speed-model Setrights have been used.

An indication of the growth of the business is afforded by a comparison of the following annual figures, made up to March 31 in the respective years: In 1904, 430,722 passengers were carried over approximately 70,000 miles. In 1920, the passenger total had risen to 4,850,936 and the mileage run to 357,425. By 1939 the figures had soared to 14,594,680 and 1,407,087 respectively. By 1958 the passengers had multiplied to 16,811,552 against a relatively slight increase in mileage to 1,494,129.

There was a surge upwards between 1947 and 1951, but the rise and subsequent fall have not been nearly so striking as in most places.

### Protective Arrangement

Eastbourne being situated as it is, there would be little point in the corporation entering into any pooling arrangement with an outside operator. There is, in fact, only one—Southdown. The company's vehicles are allowed to pick up and set down within the corporation area, but in general they have to charge a minimum of 4d.

On service 7 to Hampden Park via Ocklynge, this protection only applies as far as Windmill Close. As 4d. is not a normal Southdown minimum, its application has a curious result, in that a passenger boarding a company bus towards the end of a municipal route can save 1d. on his (probably) faster ride by booking beyond the boundary, even if he alights at that point. On the Southdown circular route to Birling Gap, which started last summer, no fares can be booked short of Beachy Head.

Mr. L. H. Cannon, A.M.Inst.T., the present Eastbourne manager, is only the fourth occupant of that position. Mr. J. K. Bridges (who was also borough electrical engineer) was in charge until 1906. Mr. P. Ellison then became manager and remained until 1939, when Mr. John Atherton, who died last year, took the reins.

Oddly enough, Eastbourne, having managed without a tramway for half a century, was given one in 1954. Admittedly, it is only half-a-mile long and is only on a 2-ft. gauge, but it carries big loads in the summer from Prince's Park gates to the Crumbles. Its promoters, Modern Electric Tramways, Ltd., regard it as a serious enterprise which, when it eventually reaches the isolated settlement at Langney Point, will be able to offer an all-the-year-round service.

[Passenger transport at Brighton will be reviewed next week.]

**A** NEW line of industrial and automotive two-stroke oil engines has been introduced by General Motors Corporation, of America. They range from a 20 b.h.p. twin-cylindrical unit to a 1,650 b.h.p. turbocharged V-32. A three-cylindrical unit—one of the smallest engines made in the U.S.A.—is being used in taxis and light pick-ups, its highest rating being 97 b.h.p.

For normal vehicle applications the 6V-53, 6V-71 and 8V-71 V-6 and V-8

### New Compact, Light G.M.C. Oil Engines

engines are of interest because of their light weight and small overall dimensions. The 6V-53, for instance, develops 195 b.h.p. at 2,800 r.p.m., yet weighs only 1,340 lb. and is only 34½ in. long. The 6V-71 unit is rated at 217 b.h.p., weighs 1,855 lb. and is 42.9-32 in. long, whilst the 8V-71 V-8 engine develops 290 b.h.p.,

and is no longer than normal in-line six-cylindrical units.

All the "53" engines run at 2,800 r.p.m. governed speed, whilst the "71" series is governed at 2,100 r.p.m. Thus, the smaller engines are directly competitive with petrol units of equal output.

Weight saving has been achieved by using aluminium-alloy cylinder blocks, flywheel housings and various small castings, giving a power-weight ratio as low as 6.9 lb./b.h.p. in the case of the 6V-53.



# Costing and Maintenance for 2,000 Vehicles

*Routine maintenance and repair work, up to major docks, are carried out in depot workshops by Naafi vehicle mechanics. The workshops themselves, wherever possible, are laid out to a standard pattern, and the maintenance system is devised for use at home and overseas.*

By Tom Walkerley



The composition and tasks of the transport fleet of more than 2,000 vehicles operated by the Navy, Army and Air Force Institutes were reviewed last week. The survey is concluded this week with an examination of the costing and maintenance methods used.

ON delivery, a new truck is given a target mileage and life which it is expected to achieve before replacement is considered. The target figure, of course, differs widely according to the type of vehicle, but, in general, experience has shown that a small van is good for three years, a 5-tonner for five years and a 7-tonner for seven years. Heavier metal, such as the Albion Chieftain and the Bedford S-type tractor, is considered good for at least 10 years, or 200,000 miles.

Purchasing policy is the province of the controller of transport, who takes into account such factors as need (in view of the run-down in the numbers of the Forces), used-market prices prevailing at the time and expectation of useful life of the vehicle concerned. Staff cars are replaced, on the average, at three-yearly intervals, or about 40,000 miles.

## 20m. Miles a Year

The total average mileage of the entire fleet easily exceeds 20m. a year, and in recent years the life of individual vehicles has been markedly extended by the replacement of petrol engines by oilers.

At the Kennington headquarters, Naafi maintain most meticulous graphical and statistical records of all vehicles. The accounts branch of the transport department is greatly assisted by Hollerith machines which produce, in standardized form, monthly and quarterly figures, analysed in detail

for the individual vehicles and depots.

The cost accounts are broken down into the various fields of activity. Direct vehicle expenses, for example, comprise fuel, lubricants, wages, licences, insurance and depreciation. The cost of repairs in Naafi workshops, repairs by agents and general depot overheads are recorded separately, as are the costs of hired transport, both by road and rail.

Depot costs are also broken down to show, under separate headings, staff salaries, travelling expenses, stores, communications and so on. Monthly

## Monthly Maintenance Checks, Meticulous Records and Central Control are Features of Naafi Fleet Operation

statistics showing mileage, fuel consumption, tonnage, oil changes and efficiency records are also maintained. The allocation of transport costs to the user departments is based on vehicle time and mileage.

In addition, charts are kept by which it is possible to see at a glance the monthly mileage of every vehicle, grouped under its make and type, and the dates on which engine changes or other major work were carried out. Accident statistics for both United Kingdom and overseas commands are also shown graphically.

The target system for the estimated life of a vehicle is extended to fuel consumption, tyre, mileage and battery life. Thus, a significant rise in fuel or engine-oil consumption can be investigated at once and action taken before excessive wear leads to costly repairs or replacements.

As far as tyres are concerned, Naafi

make full use of the excellent inspection service provided by the manufacturers. All vehicles with independent front suspension have the tyres moved round the chassis at 4,000-mile intervals. Worn tyres are returned to the London depot with a card giving the mileage at which they were fitted and removed.

Covers which have attained their target figure are returned to the manufacturers for remoulding, and, if rejected, are put up for disposal. In the case of tyres which do not reach their target, an investigation by the transport manager concerned is required. Only manufacturers' remoulds are used.

Vehicle batteries are also dealt with only through the London depot. Each has a number, prefixed with a code letter, indicating the command in which the vehicle is used. An unexpectedly early death is referred to the manufacturers. A weekly battery check is the drivers' responsibility.

## Complete Vehicle Histories

Every Naafi vehicle is supplied with a log book, which is, in effect, a complete life history. Maintenance is based on service every 1,000 miles or at intervals of a month, whichever occurs sooner. The service is carried out in depot workshops, except in the case of vehicles based at a distance, as, for example, mobile canteens. Where convenient, the service is then authorized to be carried out by local agents.

The 1,000-mile check includes full chassis lubrication, gearbox and rear-axle check, battery maintenance, brake inspection, electrical examination and road test. Gearbox and rear-axle lubricants are changed twice yearly, in April and October.

Engine oils are changed at intervals

of 2,000 miles, except in the mobile-canteen engines, where the change is made at 500 miles. This is because the low mileage and frequent use of the choke control in numerous cold starts have been shown to accelerate wear.

At 4,000 miles a more comprehensive service is superimposed on the 1,000-mile routine. This includes compression test, tappet adjustment, carburettor cleaning and chassis check. The body is inspected for damage.

Petrol engines have a top overhaul at 15,000 miles and four-cylindere oil engines have similar treatment at 25,000 miles. The smaller diesels are docked at 50,000 miles, when the pistons are removed, bore and piston wear is measured and bearings are examined.

This dock is carried out on six-cylindere oilers at 75,000 miles. All this work is performed in warehouse and depot workshops. It is also a workshop responsibility to make periodic checks on the sulphur content of oil fuel from bulk deliveries.

#### Control of Replacements

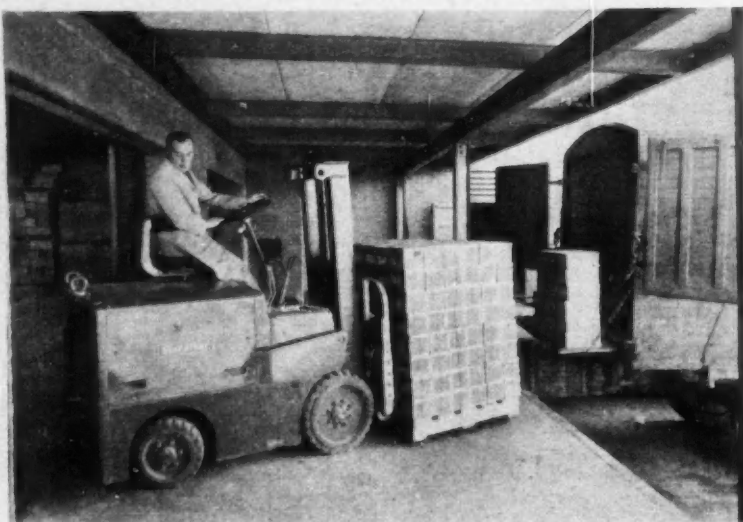
No major unit can be replaced without the authority of headquarters. Replacement is dealt with on an exchange basis through main agents.

During the first year of a vehicle's life, transport managers are required to pay special attention to defects, so that they can be taken up with the manufacturers concerned. It has been Naafi's happy experience that the "works" are frequently willing to offer help well outside the scope of the warranty.

The drivers employed by the corporation have as unenviable a trade and calling as most transport men. The hours of work, particularly for those engaged in the dock traffic and bakery delivery, are at least inconvenient. But, over the years, the men have shown loyalty and enthusiasm which do not exist in all sections of industry, and they have admirable accident-free and long-service records.

The Navy, Army and Air Force Institutes are described as an "association not for profit." There is nothing in its constitution, however, that condones a deficit. It may be appreciated that much experience and planning have gone into transport operation. Delivery costs are well known to represent a high proportion of the selling price of an article and Naafi continually do all they can to keep them down.

The corporation are fully aware that they are engaged in keen competition. In the United Kingdom, and more obviously overseas, there is nothing



*In Naafi warehouses all over the world, the tasks of loading and storing a very wide variety of goods are facilitated by the pallet and fork-lift truck. Here a consignment of chocolate is manoeuvred on the dispatch bank by a Stacatruc.*

to prevent their Service customers transferring their business, particularly in wines, spirits and sports equipment, to a local trader. There is no question of monopoly trading.

It is only by skilful purchasing, reducing costs of transport and administration, and providing the goods and services the Forces require, that Naafi can remain in business. Many of those services are unprofitable but necessary: the palatial Other

Ranks Club at Salisbury, for example, could not exist but for other commercial operations. Families, too, require shop-to-quarters delivery. These are expensive luxuries.

So far as the transport department is concerned, efficient operation goes hand in hand with economy. It has been achieved by tight control at all levels, meticulous accounting, high standards of maintenance—and co-operation.

## Sales and Transport Go Hand in Hand

ONLY too often sales representatives make totally unrealistic promises to customers and then leave it to the transport manager to fulfil them. Sales, production and distribution must be co-ordinated if customer-satisfaction is to be achieved. These views were expressed by Mr. C. Courtney Cramp, general secretary of the Industrial Transport Association, in a paper on "Salesmanship and Transport" presented to the Association's London Division last week.

The basic needs of successful salesmanship was a faith in the product, followed by a guaranteed delivery, he said. Publicity and advertising should be co-ordinated to obtain maximum production. But to try and sell above that capacity would only retard expansion.

Promised delivery dates could not then be kept, and the company's reputation would suffer with every possibility of an ultimate drop in sales, whilst inevitably the transport department would be made the scapegoat.

Referring to some of the difficulties which are peculiar to transport departments, Mr. Cramp instanced the practice of production departments ordering basic materials for delivery by the supplier

when their own vehicles could have collected more economically and speedily. When scheduled deliveries did not materialize, however, the transport manager, who up till then had been ignored, was expected to arrange collection immediately.

If the entire fleet were not on the road he was told that the vehicles were "eating their heads off," yet if on another occasion one or more could not instantly be made available to meet some emergency (more often than not due to lack of foresight in other departments) the transport manager was told his department was badly organized.

When, in such circumstances, panic appeals for transport were met, often at considerable expense and inconvenience, such action was taken for granted. Inability to do so was looked upon as being unco-operative.

The first person in a concern to contact the customer was the sales representative and the last the lorry driver. If the whole exercise was to be completed successfully it was necessary to have an adequate system with a minimum of essential statistics. Less work-study and more study of work would be beneficial.

# MORRIS WINS ON PRICE



## -and now the 5-tonner with a **NEW CAB**

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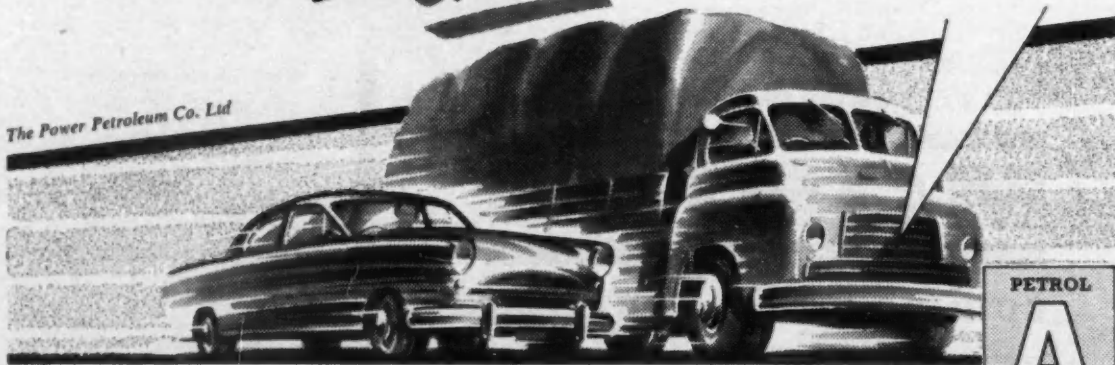
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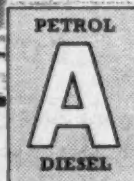
*If you want power  
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The Power Petroleum Co. Ltd



**AGENCY PUMPS IN ALL AREAS**

n18





**Political Commentary****By JANUS**

# For Whose Benefit?

**R**USSIAN diplomacy seems often to consist in making an extreme demand, thus forcing other countries to set down their own policy by way of a counter-offer, from which the Russians may be able to pick up some advantage even if they do not get everything for which they ask. The Labour party's statement of their plans for the future of long-distance road haulage may not be exactly similar to a political *démarche* from behind the Iron Curtain, but it has a similar effect in loosening the tongues of hauliers. There is almost a compulsion upon them to make some positive statement, both to justify their continued existence and to satisfy themselves that they are still alive.

Just as is the case with diplomacy, there is a correct jargon for declarations of policy on behalf of an industry. The proposals must be proved "in the national interest"; otherwise there is no point in putting them forward. Whether the public accept them at their face value is a different matter. It is natural to identify one's own interest with that of the nation, but it is not so easy to persuade other people to agree with the identification. Passenger operators find their difficulties increased by the tendency to make peak hours shorter and shorter; they, therefore, demand the staggering of working hours. Hauliers complain of injustice as a result of agreements to transfer Government traffic or nationalized traffic to the British Transport Commission.

There may be something in the case for staggering hours or for preventing State-owned monopolies from taking in each other's washing. The case is damaged rather than advanced which begins with the assumption that the world owes the transport operator a living. All the same, that is bound to be the idea judiciously hidden behind any statement of policy from or on behalf of any industry. The public expect an enlightened self-interest. If they failed to find it, they would be inclined to dismiss the statement as absurd or pointless. They ask only that the proper courtesies should be observed; the policy should be at least plausibly explained as something to their advantage; and there must be a reasonable excuse for producing it and inviting their consideration.

## Sympathetic Hearing

The threat of nationalization is an ample excuse and assures hauliers of a sympathetic hearing. They would be losing an opportunity if they did not make a statement that went beyond the bounds of the case against State ownership. Nobody would be in doubt as to their real aim. Like everybody else, they want more business. They will not say so in anything like those words, nor will they argue that more traffic for them automatically means greater national prosperity.

Rather they will call in evidence the demands of trade and industry for the services of hauliers under free enterprise. The licensing system must be shown as the factor that has prevented the demand from being satisfied in the past.

At this early stage the hauliers will come up against one of the chief stumbling blocks in framing a policy. It would be too simple to call for the abolition of the licensing system. For a brief time existing hauliers might reap the benefit, but there would soon be a great influx of newcomers followed by a fierce rate-cutting war.

Fortunately for hauliers, trade and industry have no desire to see this sort of development, and public opinion still favours the preservation of the railways that was the main reason for licensing hauliers in the first place. Operators may, therefore, safely propose amendments to the system without the risk that it will come crashing about their ears.

Sensible amendments would permit established businesses to expand more rapidly than is now possible without taking other businesses over; would create a more clear-cut distinction between the general A and the limited B licence; and would give more security of tenure, especially at "renewal" time. From all these things the haulier would gain, and could plausibly argue that they were in the general interest.

It is natural to have a policy that would work to one's advantage; it is sensible to see that it is also to the advantage of other people. The remarkable thing about the policy of the Labour party on transport nationalization is that it has neither of these attributes. So far from helping the party, nationalization is probably their greatest electoral liability.

## Glorious Chapter

Ten years ago there was at any rate the illusion that nationalization was writing a new and glorious chapter in the history of transport. The workers were told that they would become the owners of the business in which they were employed. For the management there was the promise of greater power and an appeal to their better nature; they would be serving the nation as well as their own ambitions. Trade and industry and the general public remained sceptical at the prospect of a cheaper and better transport service to be provided by a single gigantic and integrated organization; but it could still be argued that the experiment was worth a trial.

History has been unkind to the Labour party's dream. The workers exchanged a personal for an impersonal boss. They are no better off, and do not hesitate to accept a job in the free-enterprise sector, if it is offered to them. A few of the managerial staff have climbed or were hoisted into high office. Many of the remainder feel frustrated and look with envy at the people who are building up independent businesses, often with the help of techniques and methods they learned within British Road Services, but always mainly by using their own initiative and ideas. Transport users and the public have seen no cause to change their original opinion.

If they have not already done so, the public must soon fall to wondering what makes the nationalizers tick. What do they get out of it? There is no gain either for the Labour party or for their supporters. The B.T.C., who may be considered as the chief beneficiaries, have shown no enthusiasm for extended ownership. By a stroke of irony, their enthusiasm would be boundless were they running the railways under free enterprise; they would welcome the handing over to them of a nationalized road transport industry bound hand and foot. The effect of the policy of the Labour party when they were in power is that even the B.T.C. are lukewarm for nationalization. They are, to all intents and purposes, a subsidized service. They have no wish to inflame public resentment by adding to their crimes the deliberate suppression of their main competitor.

*Opinions and Queries*

# More Lessons from Licensing

THE contributions on haulage licensing problems from G. Duncan Jewell in *The Commercial Motor* dated January 9, fail, in my opinion, to clarify the position in respect of overweight vehicles and certain other matters.

On page 803 he says: "The law is clear, no vehicle may be retained on a special A licence which is over the unladen weight specified." Who says so? What law? Perhaps he would be good enough to quote his authority for his statement.

He adds: "The normal user applied for must relate to the work the vehicle has been doing and to the main districts served." If he will have another look at form GVIA, he will see that question 7 starts off—"Facilities which you propose to provide"; not the work you have done in the past. In any event, one does not apply for a "normal user," one states it. Admittedly, it may be comparatively easy to justify a normal user in line with what has been done in the past; but there is nothing to prevent an applicant declaring his intention of undertaking something wider in the future, although he may have to prove need for it.

He goes on to refer to a "restricted" A licence as compared with an "unrestricted" special A licence. Maybe, if the term "freedom" is only relative, so is the term "restricted"; but it is as well to remember that under the 1933 Act no conditions as to the goods to be carried or the area within which they are to be carried may be attached to an A licence. Notwithstanding a number of Appeal Tribunals decisions, I submit that case law can only interpret statute law. It cannot alter it.

His further statement that "the public A licence will be restricted to 75 per cent. of work within the normal user granted" could, I feel, do with rewording, because it reads as if a Licensing Authority could take offensive action against a licence holder who declared a 200-mile radius, if the said licence holder went beyond 150 miles.

Possibly what Mr. Jewell meant was that if an applicant declared those traffics and districts from which 75 per cent. of his income was derived, that would be his normal user. If that was meant, it would still leave 25 per cent. of unspecified traffic—quite a margin.

In "Lessons from Licensing" on page 813, Mr. Jewell says, "The Tribunal held that a deliberate departure from a haulier's declared statement of intention when a licence was granted was a sufficient ground for refusing to renew it. . . . I am sorry, but I did not read the decision of the Tribunal in that way. I understood that they were dealing, not with a deliberate (but possibly small) departure, but with a substantial or complete departure from declared normal user. As I have said above, apparently in agreement with the view held by Mr. Jewell, there is a 25 per cent. unspecified field allowing the licence holder appreciable scope to depart deliberately from his declared normal user within which he need fear no official sanctions.

Further, referring to assignments of special A licences, he says, "the applicant for an assignment states on his form that the actual vehicle is in his possession." The applicant does nothing of the sort and Mr. Jewell will find that form GVIA(SP) reads, "Insert registration marks, unladen weights and types of motor vehicles to be included in the licence." This was for the very good and sufficient reason that if application were made for the new special A licence before taking delivery of the vehicle, the applicant has the right to put it to work immediately he takes delivery, before the licence is actually issued. If on the

other hand he takes delivery first and then applies for the licence, he must stand the vehicle up until the licence is actually in his possession (1953 Act, First Schedule). There is a place on the form for the insertion of the proposed date of delivery.

If applicants prefer to get themselves into difficulties by their unaided efforts, make foolish declarations of normal user that anyone familiar with licensing knows will create difficulties for them, and give still more foolish undertakings to restrict their own activities, that is their own affair. If, however, there is one statement in Mr. Jewell's contribution with which I can wholeheartedly agree, it is where he refers to the advantages of applications being handled by someone familiar with licensing.

Cambridge.

G. W. IRWIN,  
Secretary, Eastern Area,  
Road Haulage Association.

[I must first thank Mr. Irwin for drawing attention to the fact that I did not make it clear in my opening paragraph that I was referring to assignments of special-A vehicles. It is true that, normally, once a vehicle has been specified on a licence the holder is legally entitled to operate it even though it may have increased in weight since the licence was granted. However, Section 6, Part 1, of the Transport Act, 1953, states that no variation of a special A licence shall be made except a variation consisting only of the removal of a specified vehicle from the licence, or of the specification in the licence in substitution for a specified vehicle or a vehicle of the same or less weight unladen.

The Northern Licensing Authority, Mr. J. A. T. Hanlon, has interpreted the terms of Section 9 (4) of the Act, as giving grounds for revoking or suspending a licence when a false statement has been made on the application form for a special A licence as to the unladen weight of a vehicle, and it has been established that the vehicle is, in fact, heavier. I was referring to these facts alone and I wish to make it clear that I am offering practical advice and not laying down the strict letter of the law, on which, in my original article (*The Commercial Motor*, November 28, page 628) I stated that legal opinion should be sought.

No haulier should be given the impression that merely because notification of an increase in weight during the currency of a licence is not specifically demanded, any advantage gained by way of increased carrying capacity, or change of type, cannot be penalized.

The mere substitution of an oil engine for a petrol unit, minor changes not affecting the carrying capacity, or ability to compete with other operators, would not be regarded as unreasonable, but large increases in weight involving a change of type, or adding to the payload, may well be taken into consideration when a public A licence is applied for, and it is a question of proving need.

With regard to normal user, Mr. Irwin is quite right when he says, "there is nothing to prevent an applicant declaring his intention of undertaking something wider in the future, although he may have to prove need for it." Obviously, even a newcomer can obtain an A licence with any normal user if he can prove need for it. The paragraph referred to was directed towards the difficulty of proving, "general goods, Great Britain," and the importance of giving the Licensing Authority a guide as to what the vehicle has been doing. The necessity to state future intention is, I should have thought, obvious.

The text in the next paragraph makes it plain that the terms "unrestricted" and "restricted," refer solely to the change from a licence where normal user need not be stated, to one where the major operations must be defined within certain limits. In previous articles I have made it clear that no conditions may be attached to an A licence so far as the law is concerned, but there is a danger that the distinction,

between a B-licence condition and A-licence normal user or statement of intention, will become theoretical.

I do not agree that the reference to 75 per cent. is ambiguous, but perhaps it should be added that there is no set figure and the percentage defined as being outside normal user is usually interpreted according to the circumstances of the case.

Referring to my article, "Lessons from Licensing," on page 813, I would suggest that no one who read it as a whole could be misled on the subject of a statement of intention. The sub-heading advises, "If the nature of a haulage business changes substantially, tell the Licensing Authority . . ." and the next sentence to Mr. Irwin's quotation reads, "a major change during the currency of a licence should be declared, and a new licence applied for, adducing affirmative evidence to prove need."

On the question of assignments, the sentence referred to should have read, "the applicant for an assignment states on his form that the actual vehicle will be in his possession," for, as Mr. Irwin is aware, question 9 asks for the proposed delivery date of the vehicle or vehicles, and on and after the date inserted by the applicant, unless otherwise informed, the Licensing Authority is entitled to assume that this is the case.

With regard to the right of an applicant to run a vehicle for hire or reward before the licence is actually issued, although no action has been taken against operators who have done so, there is considerable difference of opinion as to whether Section 8, of Part I of the First Schedule to the Act, gives an assignee the same right as that enjoyed by the original purchaser of a transport unit to operate without a licence. In the cases which I was discussing in my article the hauliers were operating illegally because they had filled in application forms in blank, and left it to the dealer concerned to make the application to the Licensing Authority, which was delayed for some time, and they were, in fact, operating before the applications were made.—G. DUNCAN JEWELL.]

### Demountable Bodies Used in 1929

WRITING in your issue dated January 16, P. A. C. Brockington asks: "Why not use stillages as bodies?" If he had employed the words "demountable bodies" I would add that this was achieved successfully as far back as 1929. In that year over 100 4-ton vehicles were especially built and fitted with demountable bodies by one of the former railway companies. The equipment included

apparatus for the removal and replacement of the bodies, and loading banks to deal with them. This was done most effectively and rapidly. It took a total of two minutes to remove a loaded body or stillage and replace it with another, either empty or loaded, for the next trip out.

The problems of centring the vehicle and body, and lifting and securing the latter were successfully solved. Incidentally, the maintenance of these vehicles was much simplified, because of it being possible to remove the body while making an examination or carrying out repairs.

It was, however, just about this time that the first articulated vehicles appeared on the road, and the extra manoeuvrability and convenience of this type seemed to kill off the "demountables."

The apparatus employed for removing the bodies is, I believe, still covered by a patent, and in view of Mr. Brockington's interesting article, I thought that he might like to know these points.

A. W. LORT-WILLIAMS,

London, W.2.

District Road Motor Engineer,  
British Railways (Western Region).

### Valve to Improve "Artic." Braking

WE are very interested in your leading article on matched "artics." in your issue dated January 2, particularly in respect of brakes on such vehicles.

We quite agree that a perfect braking system for articulated vehicles can be evolved and we believe the problem can be solved if our Dual Control Valve is used to control the brakes on the articulated operation.

Our valve is so designed that, after it is fixed to the tractor and coupled-up, it can be adjusted to cut in at any predetermined moment.

We have found from experience that it is better to bring the trailer brakes into operation a fraction of a second ahead of those on the tractor—this when the pedal only is used. With the hand operation only the trailer brakes operate and it has been found over a period of years by several world-famous users that this system is ideal.

If we can be of any assistance to you or any of your readers we shall be most pleased.

M. E. JOHNSON, Director,

Wembley, Middx.

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## Buckmaster Scottish Excursions Refused

A SUBMISSION by Mr. J. R. C. Samuel-Gibbon, for British Railways and United Counties Omnibus Co., Ltd., that no evidence had been called to support an application for an excursion licence from Aylesbury to Glasgow by Buckmaster Garages, Ltd., Leighton Buzzard, was upheld at Luton last week. The East Midland, Metropolitan and Eastern Traffic Commissioners reserved their decision on an application for an express licence between the same terminals.

The sixth day of the hearing opened with the production by Mr. J. A. Hines, for the applicants, of a Western S.M.T. coach ticket, reserving a seat on a Glasgow-bound vehicle, to be taken up at Baldock on January 30. Mr. R. M. Palmer, of Scottish Omnibuses, said, however, that Western S.M.T. had put their house in order, to the extent that Baldock had been granted as a picking-up point in the Metropolitan Area and that a dispensation to pick up in Biggleswade

and Eaton Socon had been granted in the Eastern Area.

Mr. Palmer said that Western S.M.T. carried some 45,000 people annually in each direction on the Glasgow-London route, and about 1.7 per cent. came from a catchment area, centred on Luton. Operating costs were 27d. per mile. He agreed that profits on certain routes were used to subsidize the unprofitable Scottish rural routes. To operate a trunk route 400 miles long required extensive feeder services at each terminal: in the Luton area, they were provided by United Counties.

Mr. F. D. Walker, for the Lancashire operators—Ribble, Standerwick, Scout and Yelloway—doubted the applicants' wisdom in embarking on the project. The costing was over-optimistic and they would have difficulty in finding 20 passengers per journey for nine months in the year. Even their private-hire journeys to Scotland had been on a small scale and he saw the grim shadow of

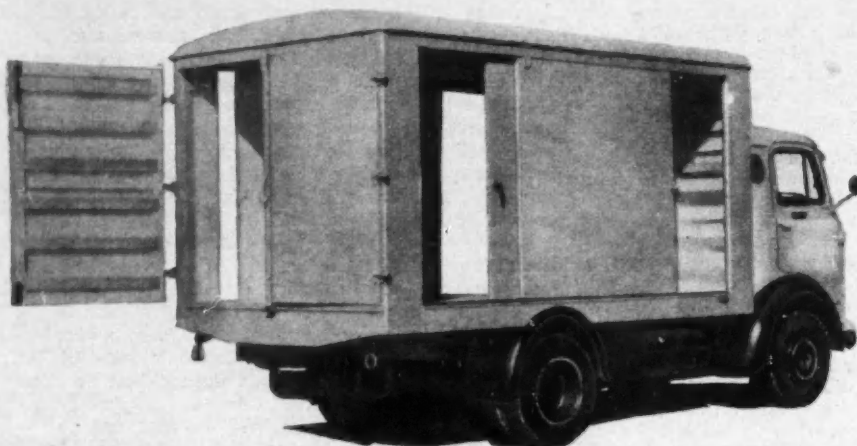
Northern Roadways falling over the enterprise.

For Western S.M.T., Mr. J. B. T. Loudon suggested that the demand, as presented to the court, was created by the applicants and was not a spontaneous expression of local feeling.

Mr. Samuel-Gibbon said the applicants had failed to prove there was a gap in existing services and the balance of convenience was insufficient ground for the application to succeed. If the application were granted, it would create a dangerous precedent, allowing the trunk route to be tapped throughout its length.

Mr. Hines declared that this was a national, rather than local, application for the benefit, almost solely, of Scots in the district. The service was needed by the elderly, infirm and parents with young children, all of whom complained of the difficulties of cross-country bus connections, changes of train and long waits on inhospitable platforms in the middle of the night.



**Planning for Profit**

The Northern Ireland Hospital Authority use this Karrier Bantam, supplied by A. S. Baird, Ltd., Belfast, to carry medical equipment, laundry hampers and similar supplies. The bodywork, built by Harkness Coachworks, Ltd., Belfast, has sides of sliding panels to give good access to the interior and two rear doors. It is made of light alloy and measures 10 ft. 10. in. long, 5 ft. 7 in. high and 6 ft. 3 in. wide.

## How Much Overhang Is Permissible?

*Readers' Inquiries Include a Question about Vehicle Width and Side Lamps: When a 16-year-old May Drive a Reversible Three-wheeler: Trailers and Locomotives*

**W**HAT is the distance allowed for body protrusion from the centre lines of the side lamps on a 2-ton vehicle; if this limit is exceeded, what penalty is imposed on the owner and must this fault be rectified before the vehicle is allowed to continue its daily operation?" a reader asks.

Under Regulation 5(b) of the Road Vehicles Lighting Regulations, 1954, the obligatory front lamps (side lamps) on the vehicle in question must be so fixed that no part of the vehicle or its equipment (except a driving mirror or a direction indicator) projects outwards on the same side as the lamp more than 12 in. beyond the centre of the lamp.

Under Section 8(1) of the Road Transport Lighting Act, 1957, if during the hours of darkness a load overhanging the side of a vehicle projects outwards more than 12 in. beyond the centre of the outermost illuminated front lamp on that side, an additional or substituted lamp showing a white light to the front must be carried more than 12 in. beyond the centre of that lamp. Section 1(3) of the 1957 Act places on any person who causes or permits a vehicle to be on any road during the hours of darkness, the duty to provide lamps in accordance with the Act and of any regulations made under it.

Section 12(1) lays down maximum penalties which can be imposed for contravention of any of the provisions of the Act or regulations. These, on summary conviction, are fines not exceeding £5 for a first offence and not exceeding £20 for a second or subsequent conviction, "provided that it shall be a defence for a person driving or being in charge of a vehicle who is charged with an offence under the subsection to prove to the satisfaction of the court that the offence arose through the negligence or default of some other person whose duty it was to provide the vehicle with any lamp or reflector."

The foregoing applies only if a vehicle is used during the hours of darkness. The Ministry of Transport has, however, recently published proposals to make lights obligatory by day as well. The suggestion is that a vehicle must have by day obligatory front (side) lamps which satisfy the conditions previously mentioned, and rear lamps in appropriate positions. If this requirement is not carried out by day it is proposed to inflict

a fine not exceeding £20 for the first conviction and £50 or three months' imprisonment on a second conviction. (This is greater than the maximum penalty for not keeping the lamps in proper order by day, which is £20 for each offence.)

A vehicle can be exempted from the need for obligatory lights in the prescribed position, but, if so, it must either not have any lamps at all at the front or rear or the lamps fitted to it must be completely masked, or the wiring disconnected, so that they are not readily usable.

Strictly speaking, there is no specific power to compel an owner to take his vehicle off the road where there is any defect in lighting equipment; but if he does not do his best to put the situation right as soon as is reasonable, presumably he is aggravating his offence and, in the event of an accident, would leave himself open to the full penalties of his carelessness or wilfulness. In the case of a commercial vehicle, however, if a Ministry examiner considers that "owing to any defects therein [the vehicle] is or is likely to become unfit for service," he can suspend its commercial operation.

★

**A**NOTHER inquiry concerns three-wheelers. A reader understands that a lad of 16 may drive a three-wheeled vehicle if it is not equipped with a reverse gear. Alternatively, if the three-wheeler was originally fitted with reverse gear, he asks whether his son, aged 16, would be allowed to drive if it was modified so that the reverse gear could not be used. He also asks whether he would have to register this modification.

A person of 16 years is permitted to drive a three-wheeled vehicle equipped with means for reversing and one not so equipped, if the weight does not exceed 8 cwt. In the first case the driving licence for a person under 17 years would be limited to a "reversible tricycle," whereas to drive the latter type of vehicle he should hold a Group G licence.

In the case of the three-wheeler originally equipped with reverse gear, it is considered necessary for the selector guide plate to be fitted with an additional lug or with a modified plate incorporating the lug, before the vehicle can be driven by the holder of a Group G

(Continued on page 911)

### UP-TO-DATE COSTING FACTS

**COMPLETELY revised and based upon prevailing prices, "The Commercial Motor" Tables of Operating Costs** give figures for goods and passenger vehicles of all sizes and with different power units.

The tables may be purchased from booksellers at 3s., or 3s. 6d. by post from Temple Press Limited, Bowling Green Lane, London, E.C.1.

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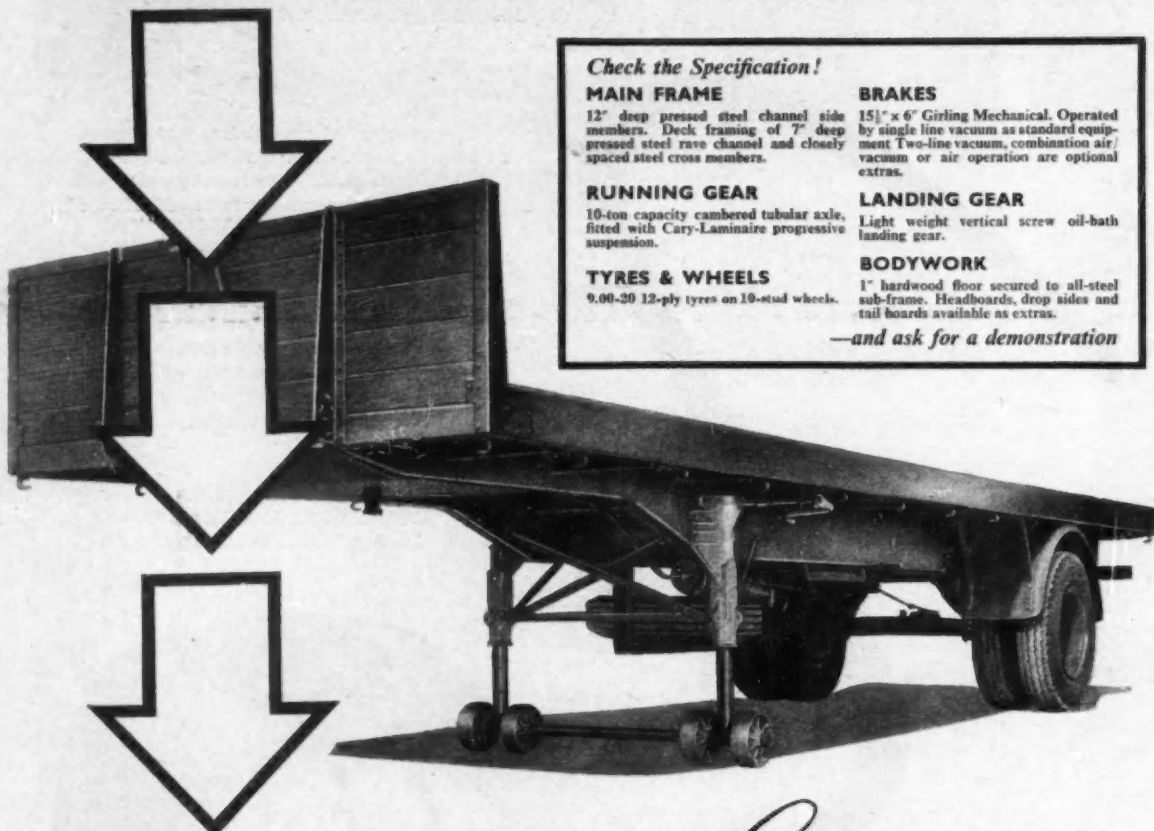
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Light weight vertical screw oil-bath landing gear.

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1" hardwood floor secured to all-steel sub-frame. Headboards, drop sides and tail boards available as extras.

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Plus **CARY**—*Laminaire*  
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licence. If at any time the vehicle is altered so that the reverse gear can be used, it will be necessary for the driver to hold a Group A licence, or, if he is under 17 years, a licence limited to a "reversible tricycle."

If a three-wheeler is modified by making the reverse gear inoperative, it is not necessary to inform the local taxation office, as it does not alter the registration particulars.

\*

**C**LAIMING that he has used "The Commercial Motor" Tables of Operating Costs for many years and has always found them most helpful, an A-licencee says he is puzzled by the amount shown for vehicle insurance. Despite a 20 per cent. no-claim bonus, his rates are far in excess of those shown in the "Tables" and he asks for comment on this apparent anomaly.

The explanation—given in the introduction to the "Tables"—is that C-licence operation in "medium-risk" areas is assumed. This is because of the endeavour to make the "Tables" of use to as wide a range of operators as possible.

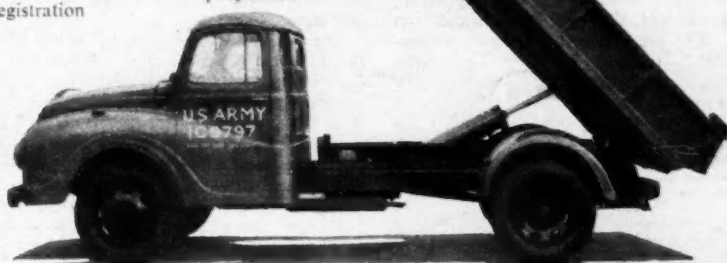
Up to and including the stage of total operating costs, the "Tables" relating to goods vehicles are applicable to C-licence operation. Thereafter the minimum charges shown, whether per mile, per week or a combination of time plus mileage, are intended primarily for use by professional hauliers. They comprise operating and establishment costs, together with a profit margin and the establishment costs are calculated to include the difference in cost between C- and A-licence insurance premiums.

\*

**A**FTER stating that they now know exactly what each vehicle costs per mile, following introduction to the "Tables" 12 months ago, some Yorkshire operators ask whether there is a simple way of introducing a bonus scheme for their staff and whether this should be based on time or mileage, but with provision to avoid the possibility of exceeding the legal speed limit or maximum hours of driving. Their vehicles are engaged on long-distance work averaging 1,000 miles per week and are fitted with recording clocks.

Presumably the object of the proposed bonus scheme is to encourage more economic running and to give appropriate rewards to drivers—and possibly fitting staff, although this is not specifically mentioned. As their vehicles are engaged on long-distance work with a high weekly mileage, it would seem reasonable to assume that this in turn implies a comparatively small number of deliveries per trip. Therefore, as recording

*Nuffield Exports, Ltd., have supplied a number of Morris 3-ton long-wheelbase vehicles with Anthony Hoist tipping gear and 3-cu.-yd. steel bodywork to the U.S. Army. The vehicles were built to export specification.*



clocks are already fitted, it should be possible to work out an agreed time per trip.

Superimposed on this I would suggest a fuel bonus system, because a low fuel consumption often indicates good driving habits and, in turn, economic running. Moreover, such a scheme would have the required merit of simplicity.

Economies would accrue to the company not only as a result of reduced fuel bills but also ultimately, if not immediately, from lower maintenance costs. The details of such a scheme would obviously have to be worked out by each operator, depending upon his particular circumstances, both as regards the type of vehicle employed and the operational characteristics.

\*

**H**OW many trailers may be drawn by one vehicle? The number varies according to the type of vehicle. A heavy or light locomotive may draw three trailers, and a motor tractor one laden or two unladen trailers. Heavy motor cars and motor cars may draw one trailer only. These restrictions do not apply to the Navy, Army or R.A.F., nor to any vehicle used solely for carrying water for the drawing vehicle or any agricultural vehicle not constructed to carry a load, none of these being regarded as a "trailer" relative to the number that can be drawn.

In this context "motor cars" are goods vehicles with unladen weights up to 3 tons and "heavy motor cars" over that weight. "Motor tractors" are vehicles not constructed to carry a load and weighing not more than 7½ tons. Between 7½ tons and 11½ tons they are termed "light locomotives" and over this weight "heavy locomotives." S.B.

## Bulk-sugar Tanker Used in Holland

**A** STAINLESS STEEL tank, insulated and enclosed within an aluminium skin, is being used for the bulk transport of refined sugar by Alb. Keyzer, Zaandam, Holland. The tank has a capacity of 15-16 tons and is mounted on a Netam tandem-axled semi-trailer. The tractor is a 150 b.h.p. Leyland Super Beaver, with fully automatic transmission, assembled and supplied by Leyland Holland N.V.

The load enters the tank through a manhole at the front, with the tank in the tipped position below a silo. Tipping is by twin hydraulic rams, and four hydraulic legs support the semi-trailer. Power for these operations is supplied by a small petrol engine mounted amidships on the semi-trailer.

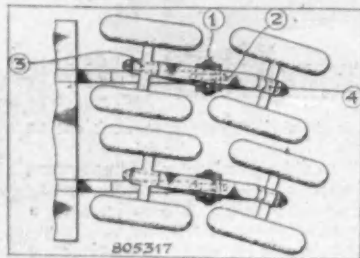
Unloading is carried out at an angle of 38° through a manually operated valve at the rear of the tank. The sugar passes through a tubular shaft into a special storage tank kept at each unloading point. The system replaces a costly method of delivering sugar in 110-lb. bags.



*This Leyland tanker, used in Holland to carry sugar, has fully automatic transmission.*

# Automatic Trailer Steering

IT is well known that the wheels on trailers do not follow the turning circle of the tractor vehicle and patent No. 805,317 discloses a scheme by which, it is claimed, they will automatically do so. The arrangement is said to be particularly suitable for long low-loader trailers used for transporting heavy machinery. (American European Engineering Corp., Santa Barbara, California, U.S.A.)



The drawing shows an eight-wheeled bogie layout in plan. The two sets of wheels are each carried on a rocking beam which is pivoted on a central pin (1). The beam can, however, also rock about an inclined axis on the pin (2). The wheels, too, have local movement, one pair pivoting about horizontal pins (3) whilst the other pair is mounted on an angular pin (4).

The geometry of the scheme is not easy to appreciate without a working model, but the patentee states that when the tractor is steered, the swinging of the beams in a horizontal plane causes them to rock on their sloping pins and the wheels to swing about their angular axis. The combination of the two is claimed to incline the wheels to the correct steering angles as shown in the drawing.

## HYDRAULIC TAPPET ADJUSTMENT

AUTOMATIC mechanism for taking up the slack in valve gear is shown in patent No. 805,109. The take-up mechanism is all stationary, which means that it can be made as robust as necessary without adding weight to the moving parts. (Rolls-Royce, Ltd., Nightingale Road, Derby.)

The rocker bearing consists of a part-spherical convex surface (1), the rocker being guided by a clearance hole (2) around the central pillar.

The concave surface into which it seats is formed in the bottom of a piston (3) which is free to slide in a stationary cylinder (4). The pillar passes through a bore in the piston crown.

The adjustment is made and maintained by hydraulic pressure inside this cylinder, tending to force the rocker downwards on to the valve and push-rod. The hydraulic pressure is drawn from the

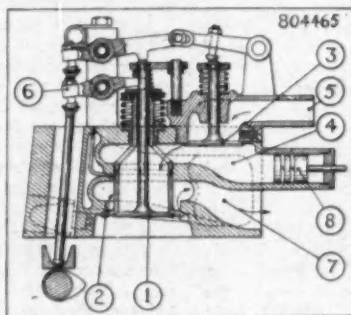
lubricating system and reaches the cylinder through a one-way valve (5) and a central bore in the pillar. A small bleed-hole (6) ensures that air is eliminated.

The position of the adjuster on top of the cylinder block ensures accessibility for maintenance. Removal of the unit does not disturb the valve gear.

## A THREE-VALVE CYLINDER

AN unusual valve layout is shown in patent No. 804,465, the intention being to ensure long and trouble-free valve life, especially in compression-ignition engines, whilst providing some induction charging. (R. Bouteleux, 5 rue Dulong, Rouen (Seine Maritime), France.)

Referring to the drawing, it will be seen that the inlet valve (1) works inside the exhaust valve (2), the latter having a tubular stem and head. An additional valve (3) called a pre-inlet, opens a chamber (4) from which



the main inlet valve draws its charge.

In operation, the main inlet valve opens first and releases a charge of pre-compressed air or fuel-air mixture stored in the chamber. The pre-inlet valve then opens to recharge the chamber through the intake (5).

On the compression stroke, the pre-inlet is first closed, causing a part of the charge to be forced back into the chamber under light compression. Then the main inlet valve closes and the compression and power strokes follow in the normal way.

The hollow exhaust valve is worked by its own rocker (6) and discharges out of the passage (7). Though the inlet valve moves with it, it remains closed.

A rocker-operated piston (8) is located in the storage chamber; this is used to give additional pre-compression to the next charge. It is preferably provided

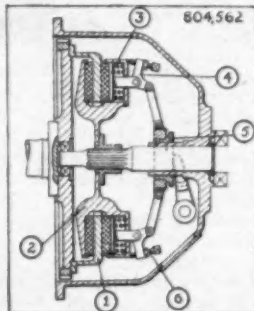
with an adjustable stroke to enable variations in pre-compression to be made during operation.

## SPOT-TYPE CLUTCH

CLUTCHES and brakes are very similar in their basic principles and developments. Such is the case of a novel clutch shown in patent No. 804,562 which clearly shows the influence of the disc brake in its design. (Dunlop Rubber Co., Ltd., 1 Albany Street, London, N.W.1.)

The specification illustrates both a light-duty clutch and a heavier one; the latter is shown in the drawing. The driving disc (1) is attached to the flywheel and projects radially inwards. The driven member consists of two diametrically opposed calipers (2) straddling the disc and splined to the output shaft.

Friction pads are attached to one side of the calipers and to plungers (3). The pads are forced into gripping contact by bell-cranks (4) linked to a sliding collar (5) on the shaft. This is moved by a bifurcated lever in the usual manner. Though screw adjusters (6) are shown, the patent covers also the use of automatic take-up devices.

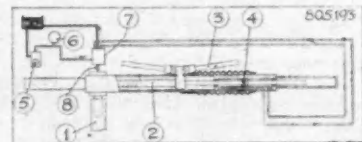


## POWER STEERING

PATENT No. 805,193 asserts that a power-assisted steering system should not be operated by the heavier units of the steering mechanism. A scheme embodying these points is described in the patent. (S. A. Andre Citroen, 117-167 Quai de Javel, Paris.)

In the drawing, 1 is the steering column; this carries a pinion which meshes with a rack rod (2). The steering arms are coupled to the rack rod by the two rods (3).

The rack is extended to form a piston (4) working in a closed cylinder. This is the power unit and it is operated by the application of hydraulic pressure to one end or the other. The pressure is generated by a pump (5), stored in an



accumulator (6) and controlled by a valve unit (7).

The valve is worked by steering column movement, rotation of which causes a small rod (8) to be pulled or pushed. The conversion from rotary motion is performed by rollers working in helical slots.

The hydraulic control valves are described in detail in the specification. Great precision in controlling the movement of the valve slides is said to be achieved by the design and a self-centring action is provided by the system.

# Firestone

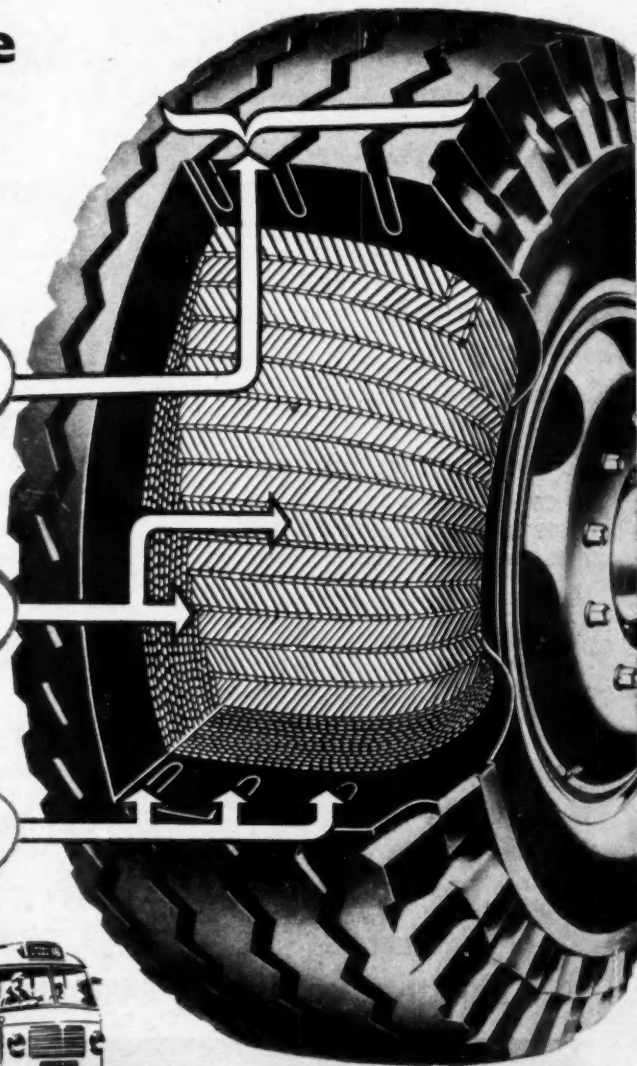
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**T**WO 1949 BEDFORD 5-ton trucks, fitted with Perkins  
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1950-51 O models, diesel and petrol. Watson Bros.  
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**B**EDFORD 1947 7-ton forward-control tippers, Leyland  
engines, choice of three.  
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**C**OOMBS COMMERCIAL (GUILDFORD), LTD.,  
Portsmouth Rd., Guildford, Surrey. Phone, Guildford  
62907. 796-242

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1953-4 BEDFORD A-type 5-cu.-yd. drop-side steel  
tipper, £350.  
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tipper, £425.  
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**374** EALING RD., Alperion, Wembley, Middx.  
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chassis with new high-quality 1,000-cu.-ft. body.  
**N**EW BEDFORD LUTON VANS.

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2-cyl. 4-cylinder diesel engine, new coachbuilt com-  
posite Luton body of 1,000 cu. ft., wonderful low-loading  
height. Full specification on application, early delivery!!  
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179-in. wheelbase, diesel.  
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1954 7-ton long-wheelbase petrol drop-side truck.  
1954 Petrol 7-ton with 16-ft. platform body.  
1954 7-ton long-wheelbase 16-ft. platform body with  
Leyland Comet reconditioned engine.  
1955 7-ton long-wheelbase with Comet engine, 16-ft.  
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reconditioned engine fitted recently, and 20-ft.  
trailer, £625.  
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yd. steel body, £300.  
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reconditioned engine just fitted, 6-cu.-yd. drop-  
side wooden body, one owner, £550.

**G.T.C. (COMMERCIALS), LTD.**, 2 Addington  
Rd., Bow Rd., E.3. (Opposite Bow Rd.  
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petrol, in very good order, £675. Hamblins Garage,  
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**H**ILLS. BEDFORD 2-3-ton truck, with rails and sheet, first  
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**B**EDFORD 3-4-ton long-wheelbase chassis-cab with  
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1946.  
**H**ILLS GARAGES, Port St., Manchester. Central 4311.  
796-65

**C**OOMBS, main Ford dealers.  
1950 BEDFORD 30-cwt. normal-control van in  
black K model, a very reliable vehicle, good  
tyre equipment, wonderfully maintained, £150.  
**C**OOMBS SERVICE STATION, LTD., By-pass Rd.,  
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MAIN DEALERS.**

**W**ELCOMER inquiries for early delivery all types of new Bedford commercial vehicle, articulated vehicles and utilities from stock.  
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**B**EDFORD 1951 5-ton metal-body tipper, in good going order.  
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**S**EE also articulated vehicles and trailers.

**H**IRE-PURCHASE, part-exchanges welcomed. Early delivery all types of new BEDFORDS.

**273 LONDON ROAD,**

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**1955** BEDFORD CA van, excellent condition, small mileage, £275.  
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**1948** BEDFORD SCAMMELL tractor unit, P6 engine, very good condition, £195.  
**1946** BEDFORD 2-3-ton short-wheelbase hand truck, good condition, £85.  
**S**EVERAL 1946-47 BEDFORD 5-cu.-yd. steel-bodied tippers, suitable for site work, £40 each.  
**W**E welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and utilities.

**55-61 LONDON STREET,**

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Chertsey 2391. 796-454

**W**RAY PARK GARAGES offer 1956 BEDFORD 7-ton short-wheelbase diesel, all-steel body, Clippier, new tyres throughout, £695 o.n.o.

**1957** BEDFORD 10-cwt. van, one owner, 9,000 miles, well maintained, £425. Phone, Reigate 2261.

**1954** BEDFORD 7-ton short-wheelbase steel-bodied tipper, with four ton, £275. Croydon Automobile Co., Ltd., 380 London Rd., Croydon, Phone, Thornton Heath 8426.

**1955** BEDFORD 3-ton boxvan, aluminium body, one owner, good condition, £495. Aerodrome Autos, Sun 0071. 796-393

**1959** BEDFORD 5-ton diesel chassis-cab with 1,650 c.c. Luton body, brand new.

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**T**HE new BEDFORD van and Workabus, etc., from stock.

**92-94 STAMFORD HILL, N.16.** Stamford Hill 8444.

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**B**EDFORD: All types wanted.

**B**EDFORD: All types wanted.

**C**HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 796-471

## GRE 2033-4.

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**U**NREGISTERED 1-ton diesel drop-side, as new, with full guarantee, £175 below list at £1,775.

**L**ATEST wide-vision-cab 7-ton long-wheelbase drop-side, 5-speed, air brakes, immediate delivery, list price, £1,400. Bournemouth, main dealers.

**H**ARTWELL MOTORS, Bournemouth, main dealers and parts stockists for Commer and Karmir. Phone, Winton 1777-9. 796-7013

**C**OMMER T53 7-ton F.C. 18-ft. 6-in. platform, over-drive, £975. Holmes and Smith, Ltd., 459 London Rd., Westcliff-on-Sea. Phone, Southend-on-Sea 47861. 796-7079

**1951** COMMER OX artic. Honda trailer, Eaton 2-speed axle, £500. Peacock, Binglewade 2009, 796-4187

## Used Goods Vehicles (contd.)

**G.T.C. (COMMERCIALS), LTD.**

**1954** COMMER 7-ton long-wheelbase drop-side truck, fitted with tailboard lift, really clean, £325.

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**H**ILLS.

**C**OMMER Q4 5-ton long-wheelbase platform lorry, first registered 1951.

**H**ILLS GARAGES, Port St., Manchester. Central 4311.

**C**OMMER 5-ton 1946 lorry for sale. Offers to Stanhope Box Co., Ltd., Hulton Bridge Wharf, Kings Langley, Herts. Phone, Kings Langley 3145-6-7. 796-99

**1946** COMMER van, Perkins P4 engine, £195. Acorn 6911. 796-155

**1956,** August, COMMER T53 diesel 18-ft. flat platform lorry, one owner.

**H. WOODWARD AND SON, LTD.,** Altcar Works, Formby, Liverpool. Phone, Formby 630. 796-201

**C**OMMER OX, March, 1953, 7-ton 18-ft. alloy body, £230. Purbright Garage, Purbright Rd., Southfields, S.W.18. Vandyke 0188. 796-293

**1955,** October, super capacity van in grey primer, £265.

**1956** David Car Centre, Ltd., 22-34 Horn Lane, Acton, W.3. Acton 6731. 796-301

**BURGH HEATH SERVICE STATION.**

**BRIGHTON RD.,** Burgh Heath, Surrey. Phone, Burgh Heath 2059.

**BURGH HEATH SERVICE STATION** for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310. 796-326

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**C**OMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Renness Wood Rd., Eltham, S.E.9. Eltham 8253. 796-464

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**D**ENNIS Max 8-ton diesel trucks, unregistered ex-£420 each. Excellent condition, spare wheel, batteries, etc.

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**D**ENNIS Max diesel, long wheelbase, excellent condition throughout, must be re-registered, two available, £175 each.

**A. R. LEWIS,** 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3915. 796-129

**1953,** November, DENNIS Pax long-wheelbase drop-side truck, new P6 engine fitted 1957, excellent condition, £450.

**DENNIS MOTORS (HILL TOP), LTD.,** 127 Hill Top West Bromwich, Phone, Wednesbury 0470 and 1047. 796-179

**1949** DENNIS Max (ex petrol company) long-wheelbase chassis-cab, very good tyres, £200.

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**D**ENNIS platform or Luton vans, 1952 onwards. Nash's Transport, "Stanwood", Lower Basildon, Herts. Phone, Upper Basildon 324. 796-65

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**D**ODGE 7-ton tipper, fitted Perkins R6 diesel engine (August, 1954), in excellent condition.

**LONGTON TRANSPORT EQUIPMENT CO. LTD.,** Longton, Stoke-on-Trent. Phone 33231. 796-7090

**D**ODGE November, 1954, 3-4-ton long-wheelbase chassis and cab, Model 64, four new retracts rear, two newly new front, mechanically perfect, coachwork good.

**J. B. Smith and Son (L), Ltd.,** Castle Garages, Launceston, Cornwall. Phone 478-9. 796-110

**1956** DODGE 140/AR6 7-ton long-wheelbase drop-side truck, 2-speed axle, shock absorbers, etc.

**1956** DODGE 100/AP6 6-ton long-wheelbase drop-side truck, £395, exceptional condition.

**GEO. H. KENDRICK, LTD.,** Carters Green, West Bromwich 0778. 796-114

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**A**LL new models prompt delivery.

**F**ULL range of spares for all models.

**S**ALES and service. Perkins diesel service.

**S**EE our Miscellaneous Section advertisement for used DODGE vehicles. 796-332

**D**ODGE 6-tonner, late 1956, rebuilt Perkins P6 engine, 13-ft. 4-in. wheelbase, 17-ft. drop-side body, Eaton 2-speed axle, well tyre, ready for work. Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 796-143

**1954** DODGE 7-tonner, Perkins P6, 17-ft. alloy platform in really good condition, £500. Transport Repairs, Liverpool. Central 9421. 796-206

**1954** DODGE P4 diesel 2-ton drop-side truck, excellent condition, £325. Edgware 2572. 796-345

**1953** DODGE 3-ton boxvan, aluminium body, good condition throughout, £225. Aerodrome Autos, Sun 0071. 796-394

**1954** DODGE medium-wheelbase tipper, 144, R6 model, 900 by 20 tyres, very clean, excellent condition, £575. Walkers Street Motors, Preston. Phone 4589. 797-7120

## Dodge Wanted

**W**ANTED. DODGE, 1951 onwards. Phone or write

**C**HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 796-452

## GRE 2033-4.

**W**ANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. 796-423

(Supplement)

## Used Goods Vehicles (contd.)

### ERF.

**1948** ERF 8-wheeler, 24-ft. platform, 6LW engine, double drive, in good running order, £375. Terms and exchanges.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. 796-250

### FODEN

**F**ODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs, on 14.00 by 70 bog single tyres, £900 each.

**1948** 34-ft. flat platform, 22-ft. platform, 6-wheeler, 6LW. 796-765

**1951** 8-wheeler, 6LW, drop-side.

**R**YLAND GARAGE, LTD., Ryland St., Birmingham, 16, Edgbaston 4301-5. Grams: "Diesel." 796-37

**1948** FODEN 6-ton, diesel 4LK Gardner engine exceptional condition, new tyres all round, £350. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 796-181

**1946** FODEN 15-ton 8-wheeler, 6LW Gardner engine, 34-ft. flat platform, ready for work. 796-316

**H. WOODWARD AND SON, LTD.,** Altcar Works, Formby, Liverpool. Phone, Formby 630. 796-201

**1951** FODEN FG model 6-wheeler, 22-ft. platform body, in excellent running order, £950. Terms and exchanges.

**1951** FODEN 6-wheeler, FG type, double drive, 6LW Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150, choice of terms and exchanges.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. 796-263

**1951** Ex-W.D. FODEN 6-wheeler double-drive, 6LW booster box, 24-ft. flat alloy body, good, clean machine, £650. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000. 796-316

**1945** FODEN 8-wheeler, 6LW booster box, 40 by 8 tyres, really nice condition, £575. Edgware 2572. 796-346

## FORD THAMES AND FORDSON

**4** X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 796-648

**B**ARTON TOWNLEY, LTD., Lancaster, phone 4317-6-9, offer for immediate delivery the following new and used Thames Traders.

**O**NE new 5-ton 6D 108-in-wheelbase tipper with 16/D frame, 8.25 by 20 12-ply tyres, Edbro single front ram tipping gear and wooden drop-side body.

**O**NE new 6D 5-ton 108-in-wheelbase chassis-cab with 16/D frame, 8.25 by 20 12-ply tyres.

**O**NE 1957 4-ton 4D 138-in-wheelbase platform truck, demonstration model, genuine mileage 1,875, many extras, £975. 796-7010

**1957** Trader 2-ton truck, 4D, £635.

**1955** Thames long-wheelbase tipper, Edbro near, 6-cu.-yd. steel drop-side body, £495.

**1954** Thames long-wheelbase 3-ton truck, 4D, £390.

**C**ODFREY DAVIS, LTD., Neasden Lane, N.W.10. (Hol 8000). 796-7084

**H**ENSMANS, LTD., Brentwood 1540, offer:—

**1958** July, Thames 4D articulated unit, genuine low mileage, Brockhouse automatic universal coupling rear, choice of three from £900.

**1955** Thames 10-cwt. van, repainted, £220.

**1954** 3-ton long-wheelbase drop-side truck, Cost-cutter engine, £240.

**1955** Thames 5-vd. Anthony tipper with Perkins P6 engine, £350; choice of six. 796-98

**4D** Long-wheelbase van, aluminium body with well, nice order, photo. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 796-68

**T**HAMES Trader, 1958, 7-ton tipper, steel drop-side body, new 900 x 20 tyres, only done 27,000 miles, new condition, £1,250. Watson Bros. (Aldridge), Ltd. County Garage, Aldridge. Phone 2401. 796-6

**T**HAMES, 1954, HD 3-ton long-wheelbase drop-side lorry, exceptional condition, £1,250. Watson Bros. (Aldridge), Ltd., County Garage, Aldridge. Phone 2401. 796-7

**1957** Thames 2-ton diesel van, no writing, guaranteed, £635. East Grinstead 717. 796-11

**1949** FORD 10-cwt. van, very clean, £95.

**1953** FORD 10-cwt. van, very good condition indeed, £160.

**1955** FORD 10-cwt. van, very clean, £180.

**1956** FORD 7-cwt. van, black and silver, no writing, £290.

**C**OOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey, Phone, Guildford 62907. 796-236

## FRANK G. GATES, LTD.

**MAIN FORD DEALERS.**

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**Wan 6613.**

**U**NREGISTERED Trader, 3-ton short-wheelbase diesel truck, £850.

**1958** Thames 15-cwt. van, works painted green, heater and extras, choice of three, from £425.

**1953** FORD 10-cwt. Uteicon, fold-flat seat, £245.

**1955** FORD 30-cwt. van, £425.

**1954** FORD 10-cwt. builders' truck, £175.

**1950** FORD 10-cwt. all-steel Luton body, very good condition, £190.

**1956** FORD 2-ton 4D Luton, 750 cu. ft., £675. 796-568

**1958** July, FORD 7-ton Trader artic. unit, fifth wheel coupling, 2-speed axle, nominal mileage, one-owner driver.

**T. R. J. RICHARDSON AND SONS, LTD.,** 100 Dudley Broadwell East, Oldbury, near Birmingham. Phone, Broadwell 1840. 796-184

**1955** FORD 4D diesel drop-side long-wheelbase tipping lorry, 14.00 equipment, first-class condition, £450. Beckett, 14 Princes Rd., Cleethorpes 61667. 796-207

**1953-54** FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 796-353

### Used Goods Vehicles (contd.)

**EPPS BROS.** offer—

**1953** THAMES 5-ton long-wheelbase drop-side truck, one careful owner, small mileage, whole vehicle in splendid condition throughout, ready for immediate use, £285.  
**1955** FORDSON 4D truck, one careful owner, nice condition throughout, £295.  
EXCHANGES AND DEFERRED TERMS WELCOME.

**EPPS BROS.**

GREEN STREET GREEN,  
FARNBOROUGH, KENT.  
Phone, Farnborough, Kent, 55551. 796-153

**FORD** 7-ton Thames Trader short-wheelbase tipper, steel body, low mileage, £1,250. Hamblins Garage, Rectory Rd., Rushden 3211. 796-172  
**1955** 4D platform lorry, £395. Acorn 6911. 796-156  
**1954** FORD 4D diesel 4-ton long-wheelbase truck, one owner, at £395. Edware 2572. 796-152

**GORDON KING MOTORS, LTD.**

FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, £1,330.  
**TRADER** 6D diesel 7-ton chassis, fitted with 6-yd. drop-side steel-bodied tipper, Anthony hoist, 900 by 20 12-ply, flashing indicators, finished in red.  
IMMEDIATE delivery, £1,779.

**1947** FORDSON 5-ton, fitted with 1,300-cu.-ft. all-aluminum Luton body, good tyres, etc., £75.  
**HIRE-PURCHASE** deposit now from 197s.

**ALL** Thames models in stock for early delivery; any body built to your requirements.  
**WE** are now accepting orders for the new low-frame Trader models. Please ask for details.  
**MITCHAM LANE, S.W.16. Streatham 3133-4.** 796-362

**1950** FORD P6 diesel 5-yd. drop-side tipper, £250. 4311.  
**1951** FORD P6 diesel 5-ton long-wheelbase truck, £265.  
**1952** FORD P6 diesel Sussex 6-wheeler, £195.  
**1953** FORD 4D diesel 2-ton van, £325.  
**1952** FORD P4 diesel 2-ton van, £275.  
**EDGWARE 2572.** 796-347

**G.T.C. (COMMERCIALS), LTD.**

**1956** FORD 4D diesel 4-ton long-wheelbase drop-side truck, one C licence operator, £350.  
**1955** FORD 4D diesel 2-3-ton boxvan, £350.  
**1955** FORD L6 short-wheelbase tipper, steel body, very clean, one owner, £195.  
**1954** FORD L7 diesel short-wheelbase tipper, steel body, good engine, £200.  
**G.T.C. (COMMERCIALS), LTD.** 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 796-405

**1955** Late Ford 2-ton van, excellent condition, one owner, £435. Acrodrome Autos. Sun 0071. 796-392

**1955** Thames long-wheelbase diesel 3-ton truck, grey, unregistered, bolster, 39,000, exceptional condition £445.  
**1958** Thames 15-cwt. van, 9,000 miles only, £450.

**1953** Thames 3-ton truck, bolster, red, no writing, £160.  
**1953** Thames, 10-cwt. van, blue, no writing, £140.

**F. DOVE (C.V.), LTD.** 96-98 Lower Addiscombe Rd., Croydon. Phone, Addiscombe 3131. 796-387

**£1,400.** 7-ton Thames Trader, 160-in. wheelbase, 16-ft. 6-in. truck body, ex-demonstration model, low mileage, first registered October 1958, and in new condition, has the following factory-fitted equipment: heater, flashers, rear shock absorbers, H.D. frame, twin passenger seats; cost new £1,590. Dispatch Motors, Waterloo 4959. 796-902

**1957** September, Thames Trader, 5-ton, 152-in. 4D chassis cab, complete with single heater, single passenger seat and flasher indicators, 30,000 miles, good condition, £650 o.n.o.

**1957** November, Two Thames Traders, 5-ton 152-in. 4D chassis cab, complete with single heater, dual passenger seats, 28-gallon fuel tanks, rear shock absorbers and flasher indicators, both painted blue-black, 21,000 miles and 15,225, both in very good condition, £700 each o.n.o.

**W. J. REYNOLDS (MOTORS), LTD.** Ford House, New Rd., Dagenham. Phone, Dominion 6655. 796-431

**APRIL, 1958** FORD 5-cwt. van, with many extras.  
**E. J. BAKER AND CO. (DORKING), LTD.** 273 London Rd., Staines. Staines 4211. 796-418

**1954** FORD Thames Perkins diesel, short-wheelbase thinner, immaculate condition.  
**COPELL'S MOTORS**, 92 Broughton Lane, Salford. Phone, Blackfriars 7764. 796-459

**Ford Thames and Fordson Wanted**

**WANTED** FORD 4D, low mileage 1947 onwards. Church Road Motors, Ltd., Hatfield. 796-424  
**WANTED** FORDS, 4D vans and Perkins, all capacities, Chanderlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 796-451

**GUY**

Offer 1953 6-ton platform diesel lorry, new engine, £150. Phone, Henley 240. 796-9

**JENSEN**

**1953** JENSEN, long wheelbase, 4-speed gearbox. Servo brakes, mechanically good, tyres all good, 21-ft. platform, £300.  
**ATKINSON AND GRIFFIN, LTD.** Kirkland Garage, Kendal. Phone, Kendal 1732. 796-488

### Used Goods Vehicles (contd.)

**JEN-TUG**

with two trailers, unregistered, practically unused, ideal internal works, price £275.  
**APPLY:** Swoerd (Motors), Lane End, High Wycombe, Bucks. Lane End 234. 796-7072

**JOWETT**

**1953** Bradford van, £85.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 796-241

**KARRIER**

**4 X 4** unregistered low-mileage ex-W.D. trucks, c/w winches if required. Condey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 796-649

**RAY FOWELL, LTD.** offer—

**1957** KARRIER Bantam diesel truck, 650 by 20 1/2 tyres, 3,000 miles only, vehicle as new, £865.  
**RAY FOWELL, LTD.** Eastern Avenue, Ilford. 796-112  
**KARRIER** Bantam truck, 1954, offered in exchange for KARRIER Bantam tractor of similar age; cash adjustment either way. S. G. Young, 154-6 Blackfriars Rd., London, S.E.1. Waterloo 3131. 796-31

**LAND ROVER**

**1951** LAND ROVER, new engine fitted, £285.  
**1954** LAND ROVER, good condition, £375.  
**1955** LAND ROVER, excellent condition, many extras, £430.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 796-237

**LEYLAND**

**1957** October, registered ex-Ministry LEYLAND 23-yd. alloy body fitted 12 months ago, ready for work, reasonable price; choice of two.  
**RYLAND GARAGE LTD.** Ryland St., Birmingham, Edgbaston 4501-6. Grams, "Diesel." 796-41

**HILLS.**  
**1949** LEYLAND Comet, 15-ft. flat.

**HILLS GARAGES, Port St., Manchester.** Central 4311.  
**LEYLAND** Octopus long-wheelbase 1954 platform truck, good condition.

**JEFFREYS MOTORS, Neath Rd., Swansea.** Phone 796-71859

**1953** LEYLAND Comet semi-forward model EC02/IR, 18-ft. flat, 900 by 20 tyres, one owner's car in nice condition.

**1951** LEYLAND Comet Model EC02/IR, 16-ft. 9-in. flat platform, one owner.

**1951** LEYLAND Hippo 6-wheel tipping lorry, new cab in nice condition.  
**H. WOODWARD AND SON, LTD.** Altcar Works, Formby, Liverpool. Phone, Formby 630. 796-202

**1956** October, LEYLAND Comet long-wheelbase 16-ton, twin-ram tipper, high-sided coal body, exceptional condition, £1,500.  
**COX'S MOTORS (HILL TOP), LTD.** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 796-183

**1957** LEYLAND Comet EC02R, 20-ft. platform body in exceptional condition, low mileage.  
**COX'S MOTORS (HILL TOP), LTD.** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 796-180

**1950** LEYLAND 8-wheeler, 600 engine, double-drive, 24-ft. platform body, in good running order, £950.  
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175. 796-262

**1935** Heavy-duty LEYLAND Beaver diesels, double-duty, 14.00 by 20 singles, ideal for heavy crane, no batteries, drive away, £200 o.n.o., or exchange good Bedford tipper. Seaford Filling Station, Sussex. Seaford 4004. 796-8446

**J. CAMPBELL PARK, LTD.** offer—

**1954** LEYLAND 8-wheeler, double drive, very good condition, excellent tyres, three available now.  
**J. CAMPBELL PARK, LTD.** Chilwell Valley Rd., Gatacre, Liverpool. Phone, Gatacre 1331. 796-498

**MACK**

**TWO** 6 x 6 MACK diesels, spare diesel engine, numerous spares including front and back axles, wheels and tyres, £1,000 the lot. Kerbey Motors, New Southend Bedford tipper, Seaford Filling Station, Sussex. Seaford 4004. 796-8446

**MAUDSLAY**

**THREE** unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £175 each. L. W. Vass, Ltd., Amthill, Bedford. Amthill 3255. 796-870

**1947** MAUDSLAY Mogul Mk II, A.E.C. 7.7 engine, flat platform, 20-ft. body, 36 by 8 tyres. Can be sold with 16-ft. trailer. Norbury of Malton, Ltd., Norton, Malton, Yorks. Phone, Malton 623. 796-92

**1950** MAUDSLAY Mogul Mk. 2 4-wheeler, flat platform, 7.6-litre A.E.C. engine, 3-speed gearbox, good tyres all round.

**H. WOODWARD AND SON, LTD.** Altcar Works, Formby, Liverpool. Phone, Formby 630. 796-205

**1947** Mogul 4-cylinder Gardner diesel lorry, £195. Good 36 by 8 tyres and one C licence user, any trial.

**MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4931.** 896-275

**MORRIS AND MORRIS-COMMERCIAL**

**4 X 4** unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, winches optional. Condey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 796-646

**1955** MORRIS 10-cwt. J-type van, excellent condition, repressed, £300.  
**COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 796-240

**MORRIS** Dormobile, 1954, mileage 22,000, good clean machine, spare unused, cellulosed fawn, £275. West End Garage, Harlington, Grantham 1311. 796-167

**1955** October, MORRIS FC diesel, Balco extension, 20-ft. drop-side body, excellent condition, £675.  
**COX'S MOTORS (HILL TOP), LTD.** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 796-188

### Used Goods Vehicles (contd.)

**PALMERSTON OF KINGSTON.**

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.** 75-7 Penrhyn Rd., Kingston 5618. 796-478

**1954** MORRIS LD1 boxvan, £275. Wray Park Garages, Phone, Reigate 2263. 796-340  
**MORRIS** 7-ton long-wheelbase 160-in. diesel tipper, Eaton 2-speed, 15-ft. drop-side body with Edbro twin ram, 900 by 20 14 ply, power steering, heater, excellent condition, £1,495. The Barnstaple Motor Co., Telex 46-302. Phone, 2364. 796-40425

**1958** MORRIS J2 van, 5,000 miles only, unmarked, £475. Dicky Car Sales, 10-12 Exeter Rd., N.W.2. Gladstone 7175. 796-453

**SCAMMELL**

**SCAMMELL** 6 x 4, ex W.D., with winch, 30-ton tractor unit, in first-class order, tyres as new, £1,400.  
**APPLY:** Swoerd (Motors), Lane End, High Wycombe, Bucks. Lane End 234. 796-7074

**RIGID** 8 SCAMMELL 2,000-cu.-ft. Luton van, 6LW Gardner, high-speed axle, good tyres, any trial, £875. Phone, Adv 5096. 796-118

**1951** SCAMMELL 8-wheeler, 40 by 8 tyres all round, Gardner 6LW engine, 6-speed gearbox, air brakes, in very nice condition, excellent runner; choice of two, £750 each.

**1950** SCAMMELL tractor unit, 6LW engine, 6-speed box, air brakes, one owner since new, exceptionally clean and in good condition; also a number of other Scammell motors.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175. 796-259  
**TWO** 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 796-367

**SEDDON**

**1953** Mark 3L7, in good condition throughout, good tyres, sound engine, £445.  
**FINEFIELD GARAGE LTD.** Bath Rd. West, Slough, Bucks. Phone, Slough 2391-2-3. 796-7097

**HILLS.**  
**SEDDON** 6-7-ton long-wheelbase tipper, 14 ft. by 7 ft. with 3-ft. sides, Pilot twin vertical gear.

**SEDDON** 1957 Mark 15 7 1/2-tonner platform lorry, one owner, £1,000.

**HILLS** operate a round the clock 24-hour service for passengers. Parts despatched at any hour by post or passenger train.

**HILLS GARAGES (MANCHESTER), LTD.** Port St., Manchester, 1. Phone, Central 4311. Grams, Hills, cars, Manchester. 796-88

**1949** SEDDON Mk. 5, P6, 17-ft. platform, well shod and a good runner, £300. Cottee and Edwards Ltd., Nottingham. Phone 52213. 796-27

**1951** SEDDON Mk. 4 bus chassis and cab, suitable for 20-ft. body, £400. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 796-28

**1951** SEDDON 3L 7-tonner, alloy drop-side body, 16 ft., ex-C licence, good tyres and condition; choice of two, reasonable price.

**1951** SEDDON 7L diesel 3-tonner, 14-ft. flat ex-C licence, £400.

**1954** SEDDON 3L 7-tonner, 16-ft. drop-side, repainted ready for work, good tyres. Part-exchanges or terms. New SEDDONS supplied.

**RYLAND GARAGE LTD.** Ryland St., Birmingham, Edgbaston 4501-5. Grams, "Diesel." 796-38

**1950** SEDDON diesel short-wheelbase tipper, Perkins P6 engine, steel body, £185.  
**T. J. RICHARDSON AND SONS, LTD.** 100 Dudley Weald 1840. 796-180

**1948** SEDDON long-wheelbase P6 diesel 6.7-tonner, almost new 34 by 7 tyres, £195. Terms, 747 Dunstable Rd., Luton 5151. 796-307

**STANDARD**

**1957** 6-cwt. van, exceptionally clean, plain dark blue. Brew Bros., Ltd. Fre 3333. 796-344

**1956** STANDARD 7-cwt. van, one owner, low mileage.  
**E. J. BAKER AND CO. (DORKING), LTD.** 271 London Rd., Staines. Staines 4211. 796-447

**THORNYCROFT**

**4 X 4** unregistered ex-W.D. trucks, very good selection. Condey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 796-651

**HILLS.**  
**THORNYCROFT** Trident, 1952, with separate van body, length 15 ft. 10 in. width 6 ft. 5 in., height 7 ft. 31 in., unladen weight 4 tons 4 cwt. 58 lb., one owner. Newtown, Colne. Phone 1481. 796-12

**HILLS GARAGES, Port St., Manchester.** Central 4311  
**1949** 5-6-ton THORNYCROFT Sturdy (diesel) long-wheelbase lorry, 17-ft. platform body, 750 by 20 tyres, in good condition, cheap.

**BURROWS AND SEED, LTD.** Ford Main Dealers, Newtown, Colne. Phone 1481. 796-12

**1954** THORNYCROFT 8-wheeler double-drive, air brakes, 24-ft. platform body, one owner since new, very clean and in good running order, £1,250. any trial. Terms and exchanges.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175. 796-262

**1952** Trident, good condition, engine overhauled, £600. 1950 Sturdy, D1 engine, good condition, £175. Snelling, Brook Hill, Copthorne Bank, near Crawley. 797-84443

**Thornycroft Wanted**

**THORNYCROFT** Amazon 6 x 4 chassis, any condition. Price and particulars to H. Sellers (Leeds), Ltd., 79 Clarence Rd., Leeds, 10. Phone 34291. 796-7104

**TROJAN**

**55** TROJAN P3 diesel van, large capacity, £295. Edware 2572. 796-349

**Trojan Wanted**

**WANTED** TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hatfield, Essex. Phone, Hatfield 57271. 796-425

## Used Goods Vehicles (contd.)

**VOLKSWAGEN**  
FERRARIS OF CRICKLEWOOD, L.TD.  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

**1956** VOLKSWAGEN van in blue, excellent condition. 796-334

### VULCAN

**BENTLEY'S OF SHEFFIELD** for BEDFORD. Sheffield main dealer  
**VULCAN** 10-ton articulator, 25-ft. trailer, Scammell coupling, Perkins P6, Eaton 2-speed axle, good order. £550.  
**BENTLEY BROS. (SHEFFIELD), LTD.** Sheffield 29281.  
**1950** VULCAN medium-wheelbase tipper, P6 engine, wooden drop-side body, £100. Cortice and Edwards, Ltd., Nottingham. Phone 52213. 796-26  
**1947** VULCAN P6 long-wheelbase truck, very clean, good working order, £150. Edgware 2572. 796-351

### UNCLASSIFIED

**BRADBURN AND WEDGE, L.TD.**

DISTRIBUTORS

MORRIS, MORRIS-COMMERCIAL, M.G., RILEY;  
RETAIL DEALERS WOLSELEY.

**1958** MORRIS 7-ton forward-control drop-side lorries, fitted power steering, Eaton axles, diesel engine, painted green, low mileage (choice of two). Offers.  
**1955** MORRIS 3-ton normal-control tipping lorry, diesel engine, in primer. Offers.  
**1953** MORRIS 3-ton normal-control long-wheelbase drop-side lorry, petrol, painted red. Offers.  
**1949** MORRIS 5-ton semi-forward-control long-wheelbase drop-side lorry, petrol, painted red. Offers.  
**1947** MORRIS 5-ton semi-forward-control long-wheelbase drop-side lorry, petrol, painted grey. Offers.  
**1956** AUSTIN 5-ton forward-control long-wheelbase drop-side lorry, fitted Eaton axle, diesel engine, painted cream-green. Offers.  
**1953** BEDFORD 7-ton forward-control long-wheelbase drop-side lorry, petrol, painted grey. Offers.  
**1954** BEDFORD 7-ton forward-control long-wheelbase drop-side lorry, petrol, painted grey. Offers.  
**1949** COMMERCIAL 6-ton forward-control long-wheelbase drop-side lorry, QX underfloor engine, painted red. Offers.  
**1955** FORD 5-ton normal-control long-wheelbase platform lorry, P6 diesel engine, painted cream-red. Offers.  
**1953** FORD 5-ton normal-control long-wheelbase drop-side lorry, P6 diesel engine, painted green. Offers.  
**1952** FORD 5-ton normal-control medium-wheelbase drop-side tipping lorry, petrol, painted blue. Offers.  
**1952** GUY 6-ton forward-control long-wheelbase drop-side truck, petrol, painted red. Offers.  
**1957** MORRIS J2 15-cwt. van, painted maroon. Offers.  
**1957** MORRIS J2 Minibus (choice of two), painted blue-maroon. Offers.  
**1956** MORRIS J11 personnel carrier, 13-seater, painted blue. Offers.  
**1951** MORRIS LC3 30-cwt. normal-control van, painted red. Offers.  
**1951** COMMERCIAL 8-cwt. express delivery van. Offers.  
**1954** COMMERCIAL 8-cwt. express delivery van. Offers.  
**1954** FORD Thames 10-cwt. van, painted blue. Offers.  
**1949** FORDSON 2-ton van, painted blue. Offers.  
**1950** FORDSON 2-ton van, painted blue. Offers.  
**1957** AUSTIN 15-cwt. Omnivan, painted green. Offers.  
**1956** AUSTIN 15-cwt. Omnivan, painted green. Offers.  
**1953** AUSTIN A40 van, painted green. Offers.

TERMS AND PART-EXCHANGES ARRANGED.  
SHOWROOMS:

DARLINGTON STREET AND SALOP STREET.

**46 DARLINGTON STREET,**  
**WOLVERHAMPTON.**

Phone, Wolverhampton 20456. 796-7055

### W.E.M. MOTORS (WIMBLEDON).

(PHONES: CHERRYWOOD 4322 AND  
CHERRYWOOD 4568.)

**W.E.M. (WIMBLEDON)** have the undermentioned Hire-purchase, part-exchange. All new vehicles supplied.

**1953** ATKINSON Gardner 4LK 6-ton 16-ft. 6-in. drop-sided truck, unladen weight 3 tons, average fuel consumption 28 m.p.g., in first-class order, £605.  
**1956** BEDFORD P6 diesel A5 long-wheelbase drop-side truck, 20,000 miles, £695.  
**1954** BEDFORD S (petrol) 7-8-ton 7-cu.-yd. Weston tipper, new body, £295.  
**1950** BEDFORD 5-6-ton platform truck, extended chassis, 16-ft. body, 36-in. by 8-in. tyres, £95.  
**1954** COMMERCIAL Superposide, P6 diesel, 4-5-ton, separate cab, 14-ft. boxvan, good, £395.  
**1952** COMMERCIAL Q2 Superposide 2-3-ton boxvans, used on C. only, outstanding, each £145.  
**1950** COMMERCIAL 6-ton QX (underfloor engine) petrol 16-ft. 2-way-loading van, clean, £195.  
**1950** COMMERCIAL 25-cwt. Q25 large-capacity forward-control boxvan, ideal shops, each £95.  
**1949** COMMERCIAL 25-cwt. Q25 bonnet-type, 25-30-cwt. covered (open-sided), milk trucks, £85.  
**1954** FORD-SUSSEX P6 diesel double-drive 17-ft. steel-bodied 8-10-ton trucks, twin tyres, used only by Collicie holders, very clean and straight vehicles, choice of several, each £395.  
**1953** FORD (petrol) ET6 Anthony 4-cu.-yd. steel-bodied tipper, very good tyres, £195.  
**1954** GUY Vixen P6 diesel 17-ft. platform truck, one owner, excellent, £495.  
**1948** AUSTIN K4 petrol 5-6-ton trucks, some with reconditioned engines, each from £75.  
**W.E.M. MOTORS (WIMBLEDON).** 506-508, Kington Rd., London, S.W.20. Phones, Cherrywood 4322, Cherrywood 4568 and Cherrywood 1480. 796-93

## Used Goods Vehicles (contd.)

**ROOTES, L.TD.**  
OFFER FOR SALE THE LARGEST STOCK OF  
USED VEHICLES  
FROM THIS SELECTION.

**BIRMINGHAM, 12.**

**GREAT HAMPTON STREET,**  
**CEN 8411**

**1948** COMMERCIAL 5-ton 18-ft. drop-side, petrol, £100.  
**1951** COMMERCIAL 7-ton forward-control 18-ft. drop-side, petrol, £175.  
**1954** BEDFORD 7-ton diesel drop-side, £550  
**1955** FORD 4D 5-ton drop-side, £450.  
**1953** COMMERCIAL Hands 10-ton articulators, P6 engine, 3-speed axles.  
**1951** BEDFORD 5-ton drop-side, £175.  
**1949** FORD 2-3-ton drop-side, cheap for quick sale.  
**1938** ALBION 8-tonner, 5LW, rebuilt, £185.  
**1956** AUSTIN A40 van, very good condition, £315.

**MANCHESTER, 15.**  
**OLYMPIA, CHESTER ROAD,**  
**BLA 6677.**

**1958**, June, 2-3-ton KARRIER Bantam diesel drop-side lorry, painted grey, on 6.50 by 20 tyres, excellent condition, used for demonstration only, mileage 3,000, cost £1,075, £925.  
**1958**, super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 3,000, cost £1,030, £895.

### MAIDSTONE.

**LEN ENGINEERING WORKS**  
**PHONE 3333.**

**1958** AUSTIN A35 van, petrol, black, £365.  
**1955** FORD Thames P6 drop-side truck, diesel, brown, £500.  
**1955** FORD 4D platform truck, diesel, blue, £425.  
**1951** COMMERCIAL 3-4-ton drop-side truck, petrol, red, tilt, heater, £210.  
**1957** COMMERCIAL Express delivery van, petrol, antelope and pearl grey, £195.  
**1958** COMMERCIAL Cob van, petrol, grey, £425.  
**LATE** 1958 COMMERCIAL 5-ton platform truck, diesel, blue, low mileage, £1,375.  
**1957** COMMERCIAL 7-ton platform, diesel, green, £1,450.

### ROCHESTER.

**HIGH STREET,**  
**CHATHAM 42231.**

**1945** FORDSON 4-ton van, brown, one owner, £99.  
**1950**, November, Bradford van, green, mechanically sound, good tyres, £139.  
**1957** COMMERCIAL Cob light van, green, one owner, good condition, heater, £425.  
**1957** COMMERCIAL ED van, blue, one owner, as new, excellent condition, £439.  
**1946** MORRIS-COMMERCIAL drop-side truck, green, one owner, £65.  
**1956** COMMERCIAL ED van, maroon, good running order, £335.  
**1947** DODGE Luton van, blue-grey, good engine and good running order, £125.  
**1953** MORRIS van, maroon-silver, very good condition, £365.  
**1953** MORRIS 8 van, blue-black, good running order, £215.

### CANTERBURY.

**THE PAVILION,**  
**PHONE 3232.**

**1957** AUSTIN 15-cwt. Omnivan, 6,000 miles only, £455.  
**1957** COMMERCIAL Cob van, fitted passenger seats, £415.  
**6-TON** ALBION, fitted with Chieftain diesel engine, £295. 796-111

### SHELDON MOTOR SERVICES.

**2119 COVENTRY ROAD,**  
**SHELDON, BIRMINGHAM, 26.**  
Phone, Sheldon 4386-7-8.

**1955** BEDFORD 2-3-ton semi-Luton van, in first-class order, £450.  
**1955** BEDFORD 10-12-cwt. van, repainted blue, £285.  
**1953** COMMERCIAL 2-3-ton long-wheelbase truck, £225.  
**1949** SEDDON P6 long-wheelbase, in good order, £195.  
**1953** DODGE P6 15-ft. 6-in. body, long-wheelbase truck, £375.  
**1954** FORD 4D, 850-cu.-ft. Luton van, in first-class mechanical condition exchanges. 796-310

**1956** COMMERCIAL T51 11-ft. 9-in. wheelbase, alloy platform, extras, excellent condition; choice of two.  
**1952** VULCAN petrol long-wheelbase platform.  
**1953** MORRIS 5-ton diesel double-drop-side.  
**1952** DODGE 6-ton, petrol, alloy platform, 8.25 by 20 tyres, Eaton axle set.  
**1951** THORNYCROFT 8-wheeler drop-side.  
**1952** THORNYCROFT 8-wheeler 6LW drop-side.  
**1954** THORNYCROFT Trident long-wheelbase double-drop-side.  
**1953** ERF 4-wheeler, 4LW, air brakes.  
**1954** ERF, 8-wheeler, 6LW.

### PARRS (LEICESTER), L.TD.

**ABBEY LANE, LEICESTER.**  
Phone 61511 (seven lines). 796-141

## Used Goods Vehicles (contd.)

**WILDE AND BENNETT, L.TD.**

**BRAND-NEW** COMMERCIAL T53, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries with special (A) licences, East Midlands, North West, Metropolitan, South Eastern and Northern areas.

**1957** (Late) COMMERCIAL T53 7-ton medium-wheelbase tipper, 900 by 20 tyres, body size 13 ft. by 7 ft. 3 in. by 4 ft, small mileage, exceptionally clean, only £1,375.

**1955** LEYLAND Octopus 8-wheel lorry with special (A) licence North West area, from £4,450.

**1957** DODGE diesel 6-ton long-wheelbase drop-side lorry, 825 by 20 tyres, been carefully used and maintained and immaculate condition, with special (A) licence for tractor and trailer, South Eastern and Northern areas, £1,975.

**1958** Registered BEDFORD articulated with special (A) licence for tractor and trailer, North West area, £1,650.

**1956** Model COMMERCIAL T53 7-ton long-wheelbase lorry, very clean, £795, or available with special (A) licence, Metropolitan, South Eastern and Northern areas.

**BRAND-NEW** Bedford, Commer, Leyland and similar articulated lorries with special (A) licences, Northern area, price on application.

**1958** Model A.E.C. Mammoth Major 6-wheeler, 24-ft. platform, small mileage, as brand new, been carefully used and maintained by owner-driver with special (A) licence 7 tons, North West area, £4,975.

**1950** COMMERCIAL QX lorry with special (A) licence Northern area for tractor and trailer, weight 3 tons 5 cwt., £1,850.

**1955** SEDDON 10-ton long-wheelbase lorry, Gardner 5LW, clean condition, with special (A) licence 5 tons, Northern area, £2,750.

**1956** Model Guy Otter 6-7-ton long-wheelbase lorry, Perkins P6, 18-ft. platform, Eaton 2-speed axle, very clean, with special (A) licence West Midlands area, £1,750.

**1950** COMMERCIAL QX 7-ton long-wheelbase lorry, good runner, with special (A) licence, Metropolitan South Eastern, and Northern areas, from £1,295.

**1954** AUSTIN F.C. 5-6-ton long-wheelbase tipper, £275.

**ALBION** Luton van, 1,200 cu. ft., Perkins P6, very clean condition, only £175.

**ONE** Luton van body approximately 1,200 cu. ft., good condition, will fit most chassis, only £150.

**ONE** Carrimore 4-wheeled low-loading trailer with 8-ft. 3-in. well, tyres as brand new, only £125.

### TERMS AND EXCHANGES.

**WILDE AND BENNETT, L.TD.**

**HADFIELD, MANCHESTER.**

Phone, Glossop 2902-3.

AFTER HOURS 2356. 796-217

### WARWICK MOTORS.

**1954** ALBION Chieftain, Homalloy cab, body, 8.25 by 20 tyres, all good.  
**1951** ALBION Chieftain, coachbuilt cab, 17-ft. flat-platform body.  
**1955** E.R.F. tractor chassis, 4LW, Scammell coupling rear.  
**1953** E.R.F. 7-8-tonner, 5LW, 18-ft. drop-side body.  
**1957** BEDFORD S-type 7-tonner, 9.00 by 20 tyres, platform body.  
**1955** DODGE 7-tonner, 9.00 by 20 tyres, 18-ft. drop-side body.  
**1954** BEDFORD 7-tonner, R6 U-shaped, steel tipping body.  
**1952** LEYLAND Comet, 9.00 by 20 tyres, platform body, 12 ft.  
**1950** AUSTIN Loadstar 3-tonner, 7.50 by 20 tyres, 14-ft. platform body.  
**1954** DENNIS Centaur, 9.00 by 20, 17-ft. 3-in. platform body.  
**1947** SEDDON flat-platform lorry, good tyres.  
**1946** MAUDSLAY, 7.7 engine, 18-ft. flat.  
**1953** BEDFORD S type, Perkins P6, Scammell rear.  
**1954** SEDDON P6, 17-ft. platform body.

### STOKE GARAGE.

**COPELAND STREET, STOKE-ON-TRENT.**

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### L. A. MITCHELL (MOTORS), L.TD.

**DODGE DISTRIBUTORS.**

**PERKINS DIESEL SIGNHOLDERS.**

**NEW** MORRIS B.M.C. 7-ton diesel short-wheelbase chassis and cab, £1,408 11s. 8d.  
**1956**, September, DODGE 106 CP6 6-ton 16-ft. truck with tilt and fitted Perkins exchange diesel engine, fully guaranteed, £850.  
**1955** 6-ton DODGE diesel trucks; choice of two, £685.  
**1953** BEDFORD 5-ton short-wheelbase tipper, £265.  
**1950** 53 6-ton DODGE tippers, choice of four from £150.  
**1** BALHAM HIGH ROAD, S.W.12. Phone, Bal 2234. 796-78

**BEDFORD** 1954 7-ton U-shaped bodied tipper, fitted with R6 engine, reconditioned gearbox and diff. assembly, mechanically sound body in fair condition.

**D**ennis Max, fitted with Dennis engine, overdrive gearboxes, 30-ft. platform bodies, 9.00 x 20 tyres, choice of six, all in very good condition.

**E**agle Semi-trailer 22-ft. double-drop-side body, fitted S.A.E. fifth-wheel coupling, tyres very good, general condition good.

**G**uy Otter 1950 6-ton drop-side truck, fitted new Perkins P6 engine, completely rebuilt and in excellent condition.

**MAUDSLAY** Twin Steer, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. S.W.12, in very good condition.

**SEDDON**, 1951, fitted with reconditioned P6 engine, 20-ft. platform body, very good condition.

**SEDDON**, fitted with P6 engine, 17-ft. 6-in. platform body, good tyres, very good general condition.

### MAYFAIR GARAGE (TAMWORTH), L.TD.

**COLESHILL ROAD, FAZELEY,**

**TAMWORTH, STAFFS.**

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### Used Goods Vehicles (contd.)

**WATLING STREET GARAGE,**  
AGENTS FOR FORD, AUSTIN, COMMERCIAL, SEDDON DISTRIBUTORS.  
FLAMSTEAD, NR. ST. ALBANS, HERTS.  
Markyate 240-420.

**NEW VEHICLES.**  
SEDDON MK. XV chassis and cab, P6 engine, £2,013 8s. 1d.  
FORD 10-12-cwt. vans, side and rear loading.  
FORD 7-cwt. van, in primer.

**LONG WHEELBASE**  
1957 Thames Trader 5-ton, diesel, drop-side, £895.  
1955 BEDFORD 5-ton, petrol, drop-side, £440.  
1955 BEDFORD 7-ton, R6 diesel, drop-side, £595.  
1954 BEDFORD 7-ton, R6, £525.  
1954 BEDFORD 7-ton, petrol, drop-side, £470.  
1952 COMMERCIAL QX 7-ton, petrol, drop-side, £280.  
1950 COMMERCIAL QX 7-ton, petrol, drop-side, £165.  
1950 SENTINEL, diesel, 10-ton drop-side, £595.  
1947 FODEN 6-wheeler, platform, £460.  
1946 SCAMMELL 15-ton, 6 h.w. rigid 8-wheel drop-side, £675.  
1943 BEDFORD 5-ton, petrol, new platform body, £480.  
1935 ALBION 7-ton 4LW, chassis and cab, £175.  
1946 MORRIS-COMMERCIAL, runner, £75.

**TIPPERS.**  
GUY Otter, diesel, with steel dumper bodies, £645.  
1955 BEDFORD 6-yd. steel body, P6 engine, £575.  
1950 COMMERCIAL 6-yd. wooden body, P6 engine, £175.  
1947 DODGE 5-yd. wooden body, P6 engine, £110.

**VANS.**  
1956 MORRIS-COMMERCIAL 1-ton full-forward drive, £395.  
1947 COMMERCIAL 30-cwt. full-forward drive, £65.  
AUSTIN A40, blue, unwritten, £275.  
1956 VOLKSWAGEN 15-cwt., in excellent condition, £425.

**BEECH'S GARAGE (HANLEY), L. TD.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler, 6LW, double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements.  
A.E.C. power-operated winch, 13.50 by 20 tyres, in excellent condition, choice of two.  
1948 BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.  
1953 SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.  
1957 COMMERCIAL TS3 diesel, fitted B6 6-wheel conversion, 22-ft. drop-sided body, in first-class condition.  
1953 BEDFORD 7-tonner, petrol, twin-ram end hydraulic tipper, 14-ft. 6-in. drop-sided body, good condition.  
1955 December, VOLKSWAGEN 15-cwt. van, in very good condition, one owner.  
1957 July, B.M.C. 7-tonner, 2-speed axle, 9.00 by 20 tyres, 16-ft. drop-sided, small mileage, as new.  
1955 E.R.F. 4.4G, 4LW Gardner engine, 2-ft. drop-sided body, 9.00 by 20 tyres, in very good condition.  
1957 COMMERCIAL TS3 7-ton tipper, short-wheelbase, 9.00 by 20 tyres, 2-speed axle, in excellent condition.  
1952 FORD ET6 short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.  
FODEN 5-cylinder timber tractor, power winch, anchor and crane jib, in excellent condition.

**BEECH'S GARAGE (HANLEY), L. TD.**  
HOPE STREET, HANLEY, STOKE-ON-TRENT.  
S-on-T. 25249 and 25240. 796-20

**CHASIDE MOTOR CO. L. TD.**  
GREAT CAMBRIDGE ROAD,  
ENFIELD, MIDDLESEX.  
FORD MAIN DEALERS.  
Phone, Enfield 3450.

1956 FORD Thames 4D 30-cwt. truck, painted green, good tyres, well maintained and in condition throughout, A1 guarantee, £450.  
1957 FORD 5-ton 4D Trader, 33,000 miles, owned and maintained by this company, full A1 guarantee, £480.  
1955 KARRIER Bantam 2-ton drop-side truck, full forward control, semi-low loader, in first-class condition, very good tyres, full A1 guarantee, £295.  
1958 FORD Thames 15-cwt. van, 12,000 miles, faultless condition cellulose finish in ivory, full A1 guarantee, £300.  
1955 Thames 5-cu.-yd. 4D tipper, £400.  
1953 Thames 5-cu.-yd. 4D tipper, £300.  
1953 Thames 5-cu.-yd. P6 engine engine, tipper, £250.  
TWO 1949-50 COMMERCIAL forward-control horse boxes, £475, £495.  
1952 Thames ET6 Perkins diesel articulator with 6-ton semi-low-loader trailer, £400.  
NEW Thames Trader 7-ton 6-cu.-yd. tipper, immediate delivery. 796-215

### Used Goods Vehicles (contd.)

**RUFFORD MOTOR CO. L. TD.**  
OFFER FOR IMMEDIATE DELIVERY.

NEW E.R.F. 8-wheel 21-ft. alloy hydraulic tipper, latest-type Gardner engine.  
NEW DODGE 3145 Boys catenation 6-wheel tipper, 18-ft. body, Leyland engine.  
NEW DODGE 3145 14-ft. 6-in. double-drop-sided hydraulic tipper, Leyland engine.  
1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.  
1955 ALBION Chieftain, fitted 16-ft. alloy body and 16-ft. alloy container van, 3 ton 3-cwt. unladen weight.  
1956 FORD D 12-ft. hydraulic tipper, high sided; choice of two.  
1950 E.R.F. long-wheelbase 16-ft. drop-sided truck, 4LW Gardner.  
1953 DODGE 7-ton 18-ft. drop-sided truck.

1956 DODGE 7-ton short-wheelbase hydraulic tipper.  
1956 DODGE 6-ton flat, P6 engine.  
1955 DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.  
1952 DODGE 6-ton long-wheelbase hydraulic tipper.  
1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.  
1954 SEDDON 14-ft. hydraulic tipper; choice of two.  
1956 SEDDON long-wheelbase hydraulic tipper, very clean; choice of two.  
1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.  
1957 September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.

1951 ALBION Chieftain 16-ft. flat.  
1952 FODEN 8-wheel D.D., fitted reconditioned latest-type 2-stroke engine, 22-ft. steel body, outside chassis Pilot tipping gear.  
1953 FODEN 8-wheel D.D. 21-ft. wood body, Pilot rear.  
1946 FODEN 8-wheel 24-ft. flat, Gardner engine.

1947 A.E.C. 6-wheel 2,500-gallon tanker, with pump, 22-ft. hydraulic tipper.  
1952 ATKINSON 8-wheel D.D., 6-cylinder engine, 22-ft. hydraulic tipper.  
MOST of the above machines can be supplied with Metropolitan, East Midland or North Western Area Special A licence.  
CHOICE of 50 other trucks, from £50 upwards.

**MILE HILL GARAGE,**  
CHESTERFIELD ROAD NORTH,  
MANSFIELD.  
Phone 2314-5. 796-90

**BLACKBIRD HILL GARAGE, L. TD.**  
BLACKBIRD HILL, KINGSBURY, N.W.9.  
ESTABLISHED 1923.  
Colindale 6134-5-6 and 4485.

1958 AUSTIN 15-cwt. van, £475.  
1958 AUSTIN A35 pick-up, £495.  
1958 AUSTIN Gipsy, £575.  
1957 AUSTIN 15-cwt. van, £425.  
1955 AUSTIN A40 van, £325.  
1952 AUSTIN A40 pick-up, £185.  
1951 AUSTIN A70 van, £195.  
1947 AUSTIN 10 Utility, £75.  
1946 AUSTIN 2-ton truck, £55.  
1956 MORRIS 10-cwt. J1 van, £265.  
1954 MORRIS 1-ton van, £250.  
1956 FORD 5-cwt. van, £325.  
1953 FORD 10-cwt. platform truck, £155.  
1952 FORD 5-cwt. Utility, £155.  
1956 BEDFORD Utility, £395.  
1951 BEDFORD 10-12-cwt., £135.  
1955 STANDARD Vanguard, £295.

**USED UNITS.**

1957 FORD Thames Trader, cattle body, 4D, nominal mileage.  
1956 ALBION Reiver, 0180 Comet engine, 5-speed box, double drive, long wheelbase.  
1954 MORRIS FV50/12/15, 6-cylinder diesel, 16-ft. 6-in. platform.  
1953 GUY Otter, P6 engine, 15-ft. platform body.  
1952 FORD Sussex, P6 engine, 20-ft. platform body.  
1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.  
1946 THORNYCROFT TR6 tractor and trailer, 12 ft. 6 in.  
1946 SEDDON, P6 engine, 5-speed box, 17-ft. 6-in. flat.  
1945 FODEN 8-wheeler flat, 24-ft. platform.  
1945 FODEN 8-wheeler long-wheelbase tipper, 6LW, 18-ft. body, twin-ram gear.  
1942 LEYLAND T5C18 Twin Steer, 20-ft. platform.  
BUTTERFIELD tank on Dyson frameless trailer, 2,950 M.O.S.  
UNREGISTERED AUSTIN 4 x 4 petrol vehicles, ex M.O.S.  
CANADIAN DODGE long-wheelbase tippers, petrol engines.

PHONE, CALL, WRITE.  
**USED UNITS.**  
WHITFIELD,  
BURNLEY, LANCs.  
Phone, Burnley 2262. 796-49

### Used Goods Vehicles (contd.)

**COMBERHILL WAKEFIELD GARAGES, L. TD.**  
INGS ROAD, WAKEFIELD 6051 (FIVE LINES).  
DISTRIBUTORS FOR ATKINSON VEHICLES.  
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner LX 150 h.p.) 17-ton 8-wheeler chassis-cab, immediate delivery.  
NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton 8-wheeler chassis-cab, 40 by 8 tyres.  
NEW ATKINSON T746 (Gardner 6LW) 4-wheel tractor, double-reduction axle, fifth-wheel coupler.  
NEW ATKINSON M644 (Gardner 4LW) 7-8-ton 4-wheel 15-ft. alloy tipper, Autolift twin gear.  
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 4-wheelers, all wheelbases in chassis-cab form.  
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 50-in. wheelbase, 4-wheeler, 15-ft. alloy tipper.  
NEW MORRIS J2-type 10-cwt. vans, pick-up trucks.  
NEW Minibus J8-type 10-cwt. vans, LD-type 1- and 2-ton petrol and diesel vans, available from stock.  
1958 ATKINSON L644LWL (Gardner 4LW) 7-8-ton 4-wheeler, 20-ft. platform, 31,000 miles only.  
1957 FODEN OC4-9 (Gardner 4LW) 6-7-ton 4-wheel long-wheelbase chassis-cab, £25 by 20.  
1956 LEYLAND Octopus (9.8-litre) 8-wheel double-drive, 24-ft. platform.  
1956 SEDDON (Perkins P6) 6-7-ton 4-wheelers, Milshaw tippers and platform, choice two.  
1955 LEYLAND Twin Steer (9.8-litre) 6-wheel Milshaw (win-ram alloy tipper, 20-ft. body.  
1955 BEDFORD A-type (Perkins P6 diesel) 4-wheel tractor S.A.E. fifth-wheel coupler.  
1954 BEDFORD R6 diesel 7-ton 4-wheel 15-ft. Milshaw tipper, 9.00 by 20.  
1954 BEDFORD 8-type (Perkins R6 diesel) 7-ton 4-wheel 16-ft. platform, exceptional condition.  
1951 SENTINEL underfloor (diesel) rigid 6-wheeler, 24-ft. platform, 9.00 by 20.  
1951 50 ALBION HD57L (9.6 diesel) 15-ton 8-wheel 25-ft. platform, choice of two, 9.00 by 20.  
1951 ATKINSON L1586 (Gardner 6LW) 15-ton 8-wheeler, 24-ft. platform, 40 by 8, choice two.  
1948 LEYLAND 9.8-litre 12-13-ton 6-wheeler, 24-ft. platform, Yorkshire special A licence, 62 tons.  
1947 LEYLAND Octopus (600 diesel) 8-wheeler, new Milshaw tipper, 22-ft. body, 40 by 8.  
1946 LEYLAND Beaver 4-litre 7-8-ton 4-wheel Milshaw tipper, 15-ft. body.  
1944 ATKINSON M1266 (Gardner 6LW) 12-13-ton 6-wheelers, 22-ft. platform, choice of two.

COMPLETE DETAILED LIST AVAILABLE.  
YORK TRAILER DISTRIBUTORS.  
HEAVY-DUTY BREAKDOWN/ACCIDENT RECOVERY VEHICLE SERVICE.

HIRE-PURCHASE FACILITIES.  
**COMBERHILL WAKEFIELD GARAGES, L. TD.**  
796-82

**FORD AND SLATER, L. TD.**  
ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR

**USED GOODS VEHICLES WARRANTY**  
SIGNED BY A DIRECTOR OF THE COMPANY.

1954 DODGE 7-ton R6 16-ft. alloy platform body, head and tailboards.  
1957 LEYLAND Comet long-wheelbase forward-control 19-ft. timber, treble drop-side.  
1954 BEDFORD 7-ton R6 16-ft. timber double drop-side.  
1954 COMMERCIAL Q4 P6 15-ft. 6-in. timber double-drop-side.  
1956 ALBION Reiver, 21-ft. 8-in. treble drop-side timber body.  
1953 DODGE P6 15-ft. timber double-drop-side.  
1948 MORRIS-COMMERCIAL 15-cwt. van.  
1949 COMMERCIAL 3-ton van.  
1950 AUSTIN A40 high-body van.  
1958 LEYLAND Comet long-wheelbase forward-control 20-ft. alloy flat, high headboard.  
1957 December, LEYLAND Comet long-wheelbase forward-control 20-ft. alloy flat, high headboard.  
1953 COMMERCIAL Q4 petrol, fitted with a 17-ft. 6-in. alloy platform body.  
1952 VULCAN 7GF, fitted with the 4LW engine, 16-ft. double-drop-side body.  
1953 BEDFORD 7-ton petrol lorry, 16-ft. timber double-drop-side body.  
1956 BEDFORD 7-ton R6 lorry, 16-ft. timber double-drop-side body.  
1956 B.M.C. 7-ton forward-control platform truck, fitted with a 16-ft. 4-in. timber double-drop-side body, 2-speed axle.  
1953 MORRIS-COMMERCIAL chassis and cab, 6-ton petrol.  
1956 B.M.C. 5-ton forward-control platform lorry.  
1956 COMMERCIAL TS3, fitted with an 18-ft. timber platform body.  
1954 BEDFORD 7-ton platform lorry, fitted with a timber 16-ft. drop-side body.  
1949 LEYLAND 75, fitted with a timber platform body, 17 ft. long.

**FORD AND SLATER, L. TD.**  
GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 796-83

**DON EVERALL, L. TD.**

1958 AUSTIN Omnitruck, 2-tone paint, many extras, one owner, £495.  
1957 GUY Otter long-wheelbase drop-side lorry, Gardner 4LW diesel, 2-speed rear axle, one owner, £775.  
1957 COMMERCIAL Cub van, blue, fitted with rear passenger seat, £325.  
1957 STANDARD 6-cwt. van, black, heater, £295.  
1955 November, BEDFORD 7-ton long-wheelbase drop-side lorry, one owner, low mileage, £525.  
1954 MORRIS 1-ton van, Series LDI, one owner, heater, etc., £375.  
1953 BEDFORD-SCAMMELL 8-ton, 22-ft. straight-frame trailer, £625.  
1951 LAND ROVER and trailer, one owner, £260.

**DON EVERALL, L. TD.**  
34 CLEVELAND ROAD,  
Wolverhampton 23212. 796-164

## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:—

### NEW VEHICLES.

- E.R.F.**, 6LW, 5-speed, double-drive 8-wheeler.  
**E.R.F.**, Twin Steer, 6LW.  
**A.E.C.**, 9.6 single-drive 8-wheeler chassis and cab.  
**A.E.C.**, Mercury Mark II chassis and cab, fitted  
Milshaw tipping gear and latest-type rack  
standard.  
**FODEN** 8-wheel 6LW double-drive chassis and cab.  
**FODEN** 4-wheeler latest 2-stroke, to take 22-ft. body.  
**ALBION** Clydesdale chassis and cabs, fitted with  
A Leyland Comet engines and 6-speed box; special dis-  
count to clear.  
**ALBION** Chieftain, latest type to take 19-ft. bodies,  
900 by 20 tyres, 6-speed box.  
**LEYLAND** Beaver, 600 engine, trailer model, 20-ft.  
body fitted.

### USED 8-WHEELERS.

- 1956** LEYLAND 600, fitted with 24-ft. flat, immacu-  
late condition.  
**1955** LEYLAND 600, double drive, 24-ft. flat.  
**1952** FODEN, latest 2-stroke Mark V engine, double  
drive, first-class machine throughout.  
**1951** LEYLAND 600 engine, double-drive, 24-ft. flat.  
**1950** FODEN 6LW double drive, 24-ft. flat, first-  
class condition.  
**1950** FODEN 6LW double drive, fitted 24-ft. alloy  
flat.  
**1950** MAUDSLAY, fitted 9.6 5-speed box, 24-ft. flat,  
been used from new by C-lance operators.  
**1948** A.E.C. 9.6 double drive.  
**1948** SCAMMELL 6LW; choice of two.  
**1946** ATKINSON 6LW double drive.

A Number of cheap 8-wheelers, including E.R.F., A.E.C.,  
etc., from £300 each.

### USED TIPPERS.

- 1956** LEYLAND double-drive, fitted with new  
Milshaw twin-ram gear with latest-type rack  
and 22-ft. 6-in. alloy fixed-sided body, as new.  
**1955** THORNYCROFT sturdy, medium wheelbase,  
fitted reconditioned engine, Anthony hoist gear  
and steel body.  
**1955** BEDFORD A type, petrol, fitted new gears and  
bodies, choice of three.  
**1952** ALBION HD 8-wheeler, fitted new Milshaw  
gear and body.  
**1950** FODEN, fitted reconditioned engine, new  
tipping gear and rack stabilizer and 22-ft. 6-in.  
alloy fixed-sided body.  
**1950** FODEN 6LW, fitted with new gear and fixed-  
sided body, 18 ft. 6 in.  
**1948** A.E.C. 9.6 double-drive 8-wheeler, Pilot gear  
and 20-ft. wood body.  
**1948** DENNIS tipper.  
**1946** 47 E.R.F., 7.7, fitted with tipping gears and  
new wood bodies, choice of four.

### USED 6-WHEELERS

- 1951** SENTINEL 6-wheeler, direct-injection engine.  
**1948** DENNIS, fitted 22-ft. 6-in. body, double drive.  
**1947** DENNIS, fitted 20-ft. extension.

### USED TWIN STEERS.

- 1956** A.E.C. Majestic twin steer, immaculate con-  
dition throughout, subject to any trial and  
inspection.  
**1950** MAUDSLAY twin steers chassis and cab, choice  
of two, £500 each.  
**1948** MAUDSLAY, fitted 7.7, 5-speed box, choice  
of four.

### USED 4-WHEELERS.

- 1956** COMMER TS3, fitted 900 by 20 tyres, 18-ft.  
bodies, in first-class condition, choice of two.  
**1955** COMMER TS3, fitted with 19-ft. drop-sided  
body.  
**1953** E.R.F. 4LK drop-sided lorry.  
**1951** MAUDSLAY 7.7, 20-ft. flat.  
**1951** ALBION HD, fitted with trailer equipment, all  
new tyres, in first-class condition.  
**1950** E.R.F. long-wheelbase, fitted with 6LW,  
immaculate condition.  
**1948** ALBION CX, choice of three.

- 1947** 48 MAUDSLAY, 7.7 engine, 4LW, choice of  
four.  
**1945** 48 E.R.F., fitted 7.7, choice of five.

- 1950** E.R.F., 6LW, 18-ft. 6-in. drop-sided body,  
trailer model.  
**1955** A.E.C. Monarch, fitted with 22-ft. alloy body,  
as new.  
**1951** ALBION Chieftain, drop-sided body.

OVER 50 4-wheelers to choose from.

### USED TRACTORS.

- 1948** SCAMMELL 6LW.  
**1942** SCAMMELL 6LW 45-tonner.  
**1938** SCAMMELL low-loader, fitted with 6LW  
engine, Carrimore low-loading trailer, knock-  
out axle, 16-ft. 6-in. well, all new tyres on trailer, 1,400  
by 20; cheap to clear.

A Number of all types of trailers.

Continued in next column

## Used Goods Vehicles (contd.)

### USED ARTICULATED.

- 1955** SEDDON R6, fitted with 22-ft. Carrimore  
trailer.  
ALL classes of articulated and 4-wheeled trailers.  
SPARES for all types E.R.F., A.E.C., Foden, including  
engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW,  
9.6 A.E.C.  
DIFFERENTIALS and carbaxos for all models, cheap  
to clear.

NIGHT PHONE.

MIRFIELD 3183. 2160.

WALES.

R. COWDELL, NEWPORT 59866. 796-81

### H. A. SAUNDERS, LTD.

OFFER, SUBJECT TO BEING UNSOLD:—

- 1956** AUSTIN 5-ton forward-control diesel platform  
truck, 18-ft. platform body, complete with high  
loading board and tailboard, sheet box on cab, one careful  
C-lance owner, 1955.  
**1955** AUSTIN 7-ton platform truck, complete with  
power-assisted steering and Eaton 2-speed axle,  
chassis completely overhauled in our own workshop, £795.  
**1954** MORRIS 3-ton petrol drop-side truck, in excel-  
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**1951** MORRIS 1-ton van, £85.  
**1951** AUSTIN 25-cwt. 3-way van, £70.

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**1951** Thames diesel, 5-ton, strip-down cattle con-  
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**1951** BEDFORD petrol 2-3-ton platform lorry.

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**1948** SEDDON, P6 unit, good order.

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**THE** above vehicles are fitted with insulated meat con-  
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- FORK-LIFT** trucks, 3,000- to 6,000-lb. capacity, 9-ft.  
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**1952** GUY Otter tipper, 12-ft. body.  
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**1951** BEDFORD 5-ton short-wheelbase tipper.  
**1949** BEDFORD-SCAMMELL tractor unit.  
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**1950** SEDDON 6-ton tipper, Perkins P6 engine,  
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H good condition £100 each. Choice of two.  
FORD Trader 6D damaged and smashed trucks wanted,  
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- LEYLAND** 1949 Comet short-wheelbase standard  
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### NEWCASTLE (STAFFS.) MOTOR CO., LTD.

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**1957** BEDFORD 5-ton drop-side truck, Perkins P6 engine, very good, only needs seeing, £725.  
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**1956** AUSTIN short-wheelbase tipper, Homalloy B.M.C. diesel, mechanically perfect, choice of two, each £695.  
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**1955** December, AUSTIN A40 gown van, £425.  
**1954** COMMERCIAL 3-ton boxvan, Balco extension, extended chassis, £395.  
**1954** SEDDON P4 engine, roller-shutter sides and back, Homalloy body, £450.  
**1954** 7-ton BEDFORD long-wheelbase truck, cheap to clear, £375.  
**1950** 1. choice of six MORRIS diesel Luton vans, 15,000 cu. ft., Bonalack aluminium bodies, under 3 tons unladen, mechanically perfect, each £450.  
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**1954** MORRIS LD1 personnel carrier, 12 seats, 12,000 miles only, £475.  
**1954** September, BEDFORD 30-cwt. van, A-type, petrol, £395.  
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- NEW, ex-stock, E.R.F. 6.8(G) long-wheelbase 8-wheeler chassis and cab, fitted Gardner 6LX engine, body-work to choice.  
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- B**EDFORD, 1955, 5-ton short-wheelbase diesel tipper, in primer and in very good condition.  
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**A**USTIN Loadstar, 1953, 5-ton short-wheelbase wooden body tipper, P6 engine, well tired and ready for work.  
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CONFIDENTIAL EASY-WAY PAYMENTS  
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**1949** COMMERCIAL 25-cwt. forward-control van, £125.

**SPECIAL A-LICENCE VEHICLES.**

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**1955** FORD 4D 5-ton long-wheelbase flat with detachable cattle-container box, £1,800.  
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- 1950** SEDDON P6 diesel 6-ton long-wheelbase flat, new tyres, recently reconditioned, £1,400.

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- 1955** BEDFORD 5-ton P6 diesel truck, detachable container body, excellent condition throughout, £595.

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- 1957** July AUSTIN B.M.C. 10-ton 20-ft. long-wheelbase platform 6-wheel truck with aluminium body, £1,395.  
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**1954** (Model) SEDDON P4 diesel long-wheelbase truck excellent order throughout, £375.  
**1954** AUSTIN 5-ton long-wheelbase double-drop-side truck, one C-licence user, £425.  
**1954** (Model) AUSTIN 5-ton 5-cu.-yd. tipper, £325.  
**1952** BEDFORD 7-ton long-wheelbase truck, one owner, £325.  
**1951** DODGE P6 7-ton 7-cu.-yd. hydraulic tipper (previous user coke haulage), £395.  
**1950** FORD E16 5-ton 5-cu.-yd. steel-body tipper, good condition, £125.  
**1950** VULCAN P6 6-cu.-yd. tipper, £195.  
**1949** LEYLAND Comet 75 diesel 6-ton long-wheelbase platform truck, £395.  
**1949** SEDDON P6 7-ton long-wheelbase drop-side truck, double-drive axle, £365.  
**1949** COMMERCIAL 5-ton long-wheelbase truck, one C-licence owner, £165.

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**TIPPERS!**

**TIPPERS!**

- SEDDON 1956 Mk. 5L long-wheelbase tipper, Eaton 2-speed axle, 900 by 20 tyres, excellent condition throughout, £1,125.**  
**SEDDON 1956 Mk. 5L long-wheelbase tipper, Eaton 2-speed axle, 900 by 20 tyres, very good condition, £1,095.**  
**FORD Thames Trader 1958 7-tonner, all-metal body, perfect vehicle, £1,175.**  
**FORD Thames Trader 1958 7-tonner, all-metal body, as above, excellent condition, £1,175.**  
**COMMERCIAL 1955 T53 7-tonner, tyres fair, £925.**  
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**COMMERCIAL, 1954, diesel, good condition, £595.**  
**DODGE, 1951, 103AP6, short wheelbase, new engine recently fitted, tyres fair, £395.**  
**BEDFORD 1957 7-tonner, diesel, good vehicle, £850.**  
**BEDFORD 1958 6-tonner, diesel, very good condition, £895.**

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- 1955** DODGE 14 AR6 long-wheelbase platform truck, in excellent condition, diesel.  
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**1954** GUY Otter, 7-ton Gardner engine 4LX, alloy platform, in fair condition.  
**1953** BEDFORD 7-ton long-wheelbase diesel tipper, steel interlaced subframe, giving low loading height, twin front-end tipping gear, Eaton 2-speed axle, in good condition throughout.  
**1951** MORRIS 5-ton Saurer diesel, short-wheelbase tipper, £135.  
**1950** DODGE 5-ton long-wheelbase drop-side tipper, new Perkins P6, reconditioned gearbox, twin front-end tipping gear, in good condition, £500.  
**1950** COMMERCIAL 5-ton long-wheelbase tipper, petrol, underfloor engine, twin-ram tipping gear, £200.  
**1950** DODGE 5-ton short-wheelbase tipper, petrol, £125.  
**1948** FODEN 8-wheel tipper, Gardner 6LW engine, reconditioned body, this vehicle was rebuilt by Foden Ltd. in 1956 and was returned to owner as F/G 6/15, twin-ram front-end tipping gear, in good condition.

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(COMMERCIAL VEHICLES SALES).

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AVAILABLE FROM JANUARY 15,

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**300-CU.-IN. DIESEL,**

**5-TON LONG-WHEELBASE TIPPERS**

NEW TIPPING BODIES AND GEARS; TURNED OUT HARDLY DISTINGUISHABLE FROM NEW.  
SIX GOOD AND SOUND REASONS WHY THESE TIPPERS MUST INTEREST THE TIPPER USER.

- \* Low mileage, not previously been used as tippers.
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- \* New tipping gears.
- \* New bodies built to your specification.
- \* Save yourself £500 by purchasing one of these tippers against a similar new specification.

WE ALSO OFFER THE FOLLOWING

**TIPPERS.**

SUBJECT TO BEING UNSOLD:—

- 1957** BEDFORD 5-ton long-wheelbase tipper, fitted with Bedford's own diesel engine, brand-new 12-ft. 6-in. tipping body and new tipping gear, excellent tyres, guaranteed, another similar to above, but fitted with Perkins P6 engine.  
**1957** FORD 4D diesel metal tippers, low mileage, good condition, Quality Tested, choice of two.  
**1954** LEYLAND Comet 90 long-wheelbase tipper, first-class condition throughout, any demonstration.

**TRACTORS.**

- A large selection of BEDFORD 8 and 10-ton diesel tractors with Scammell and S.A.E. attachments, from £450.  
**ONE** only 23-ft. 10-ton Dyson trailer, fitted with Scammell attachment.  
**1956** DODGE P6 diesel tractor with Scammell attachment, 2-speed axle, 5-speed gearbox, excellent condition.  
**1951** COMMERCIAL P6 diesel tractor unit with 25-ft. 10-ton Tasker trailer, £275.

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- 1944** E.R.F., fitted with reconditioned 5LW engine and new alloy cab and panoramic screen, a superb vehicle.  
**1952** BEDFORD 7-ton petrol long-wheelbase drop-side truck.  
**1952** BEDFORD petrol 30-cwt. Spurling van, in immaculate condition.  
**1955** BEDFORD diesel 5-ton platform truck, choice of two.  
**1944** MAUDSLAY Model, fitted with 7.7 A.E.C. engine.  
**1952** FORDSON 2-ton boxvan.  
**1948** GUY petrol boxvan.

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DEMONSTRATIONS ARRANGED IMMEDIATELY.

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PERKINS SIGNHOLDERS.

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**1956** BEDFORD A model, chassis and cab, 25-in. chassis extension, fitted with new 1,450 c.c. Luton body in light alloy.  
**1951** FODEN DG 6-12 platform.  
**1955** SEDDON 30-cwt. van, Perkins diesel engine.  
**1947** FODEN DG 4-7½ end tipper.  
**1954** FODEN 6-wheeler platform.  
**1946** FODEN DG 4-7½ platform.  
**1953** SEDDON 6-ton diesel platform.

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**LTD.**

- 1957** BEDFORD 7-ton articulated petrol, with 23-ft. Scammell trailer, with special A Metropolitan licence.  
**1957** B.M.C., small mileage, 16-ft. 6-in. alloy body, very clean.  
**1957** BEDFORD 1951 7-ton petrol long-wheelbase.  
**B**EDFORD, 1956, R6 engine, long wheelbase, Northern Area special A.  
**D**ODGE, 1956, P6 engine, long wheelbase.  
**B**EDFORD articulator, 1956, Scammell-coupling trailer, Metropolitan special A.  
**S**EDDON, Dodge, Austin, B.M.C., all models, new vehicles.  
**C**OMMERCIAL vehicles on H.P. or rental plan, highest allowance on part-exchange.

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WEST END GARAGE,  
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Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. TRADE for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

### NEW VEHICLES.

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.  
**A.E.C.** Mercury Mark II tractor unit fitted with York 16-ton, 16-ft. in well low-loading trailer, knock-out axle, £4,342.  
**BEDFORD** 6-ton medium-wheelbase (132 in.), fitted with 21-ft. body, £1,725.  
**BEDFORD** Martin Walter ambulance mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

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**BEDFORD** 1957 R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,700, choice of two.  
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.  
**GUY** Outer, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.  
**THORNycroft** 1949 long-wheelbase, diesel engine, poor condition, £200.  
**BEDFORD** 1953 A-type 5-ton standard long-wheelbase platform, one very careful owner since new, £400.  
**BEDFORD** 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyres fair, ready for work, £550.

**E.R.F.** 1954, twin steer, 5LW, 21-ft. drop-side, 20 tyres, in exceptional condition, £2,250.  
**GUY** Outer, 1953, P6, 2-speed axle, platform, good condition throughout, £450.  
**SEDDON** 1947 P6 long-wheelbase, double-drop-side, £200.  
**SEDDON** 1948 Gardner, 4LK engine, very good condition throughout, £400.  
**DODGE** 1953 P6, wood double-drop-side body, exceptionally good vehicle, £600.  
**BEDFORD** September, 1958, 300 diesel engine, long-wheelbase platform, 20 by 12 tyres, £1,450.  
**BEDFORD** 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.  
**DODGE** 1955 long-wheelbase, P6, £450.

**A.E.C.** Mammoth Major 1947 8-wheeler, 7.7 engine, wood floor, exceptionally complete vehicle in good, clean, ready to work condition, £900.  
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**YORK**, new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**DYSON**, new 15-ton 20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.  
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**BEDFORD-SCAMMELL** 1948 tractor unit, choice of two, £100 each.  
**TASKER** platform double-axle semi-trailer, air brakes, T modern trailer in exceptionally good condition, Tasker coupling, £600.  
**CARRIMORE** 12-ton 25-ft. platform trailer, exceptionally good, air brakes, S.A.E. coupling, £450.  
**B.M.C.** SCAMMELL 1956 tractor unit only, good condition, £800.  
**ALBION** 1951 4-cylinder diesel, 25-ft. Carrimore, close-axle semi-trailer, £675.  
**E.R.F.** 1946 Gardner 5LW complete with new 20 ft. in well, 15-ton Dyson low-loading semi-trailer, Tasker 14 and platform tandem axle semi-trailer. All S.A.E. coupling. Will split. The tractor unit is ex well-known C-lance operator. Is in outstandingly good condition. Complete outfit, £3,000.

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**LEYLAND** Comet, October, 1954, long-wheelbase, normal control, twin front ram tipping gear, wood body, good condition throughout, £1,240.  
**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.  
**COMMER** 1952 P6 standard wood body tipper, £400.  
**SEDDON** 1956 Pilot underbody gear, wood body, one-owner vehicle, in really good condition, £900.  
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**DODGE** 1947 P6 medium-wheelbase wood body tipper, £100.  
**VULCAN** 1949 P6 standard tipper, £100.  
**MAUDSLAY** 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.  
**BEDFORD** 1954 standard U-shaped tipper, fitted with Meadows 4-cylinder engine, new rear axle, good condition throughout, £700.  
**BEDFORD**, November, 1955, A-type P6 standard wood body tipper, good condition, £600.  
**BEDFORD** 1953 petrol 5-ton steel body, excellent condition throughout, £250.

### HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
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**1956** 5-ton B.M.C., diesel, drop-side body.  
**1956** 7-ton B.M.C., diesel, platform body, 2-speed axle, 9.00 by 20 tyre equipment.  
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**1948** MAUDSLAY, A.E.C. 7.7 engine, 5-speed gearbox, platform body.  
**1956** DODGE, 145 R6, tipping vehicle, high sides, twin-ram tipping gear.  
**PHILLIPS MOTOR SERVICES (SHEFFIELD) LTD.**, 443 Handsworth Rd., Sheffield, 13. Sheffield 40526. 797-7076

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**1954** FORD Thames long-wheelbase drop-side, 3-ton, 4-cylinder diesel, £375.  
**1958** FORD Thames Trader, 2-ton drop-side, 4-cylinder diesel, red, exceptional condition, £835.

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**ALBIONS**, P6 diesel engines, excellent throughout.

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**1956** BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Balco extension, £750.

**1956** BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Balco extension, £775.

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**1954** COMMER 5-ton vans, in excellent condition, separate cab, C licence, £195 each.

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**HIRE-PURCHASE** arranged.

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24-HOUR HEAVY DUTY BREAKDOWN RECOVERY SERVICE.

**£2,500.** 1956 LEYLAND (twin steer, as new).  
**£1,600.** 1954 LEYLAND Comet ECO2-6R tractor unit, Scammell coupling, complete with two 20-ft. 10-11-ton trailers.  
**£1,250.** 1952 ALBION HD57 8-wheeler.  
**£1,100.** 1955 LEYLAND Comet ECO2-1R coal tippers, fitted Pilot V3 tipping gears, Eaton 2-speed axles, bodies 14 ft. 6 in. x 7 ft. 9 in. x 3 ft. 6 in. drop-sides.  
**£1,000.** 1955. Ditto.  
**£1,000.** 1954. Ditto.  
**£950.** 1954. Ditto.  
**£650.** ALBION light 6-wheeler, fitted new 21-ft. body.  
**£600.** 1955 BEDFORD 7-ton long wheelbase.  
**£550.** 1956 BEDFORD 5-ton long-wheelbase tipper.  
**£400.** 1955 THORNycroft STURDY Star, drop-side body, new tyres.  
**£385.** 1954 BEDFORD 7-ton short-wheelbase tipper, metal body.  
**£300.** 1953 BEDFORD 5-ton short-wheelbase tipper.  
**£350.** 1958 STANDARD 6-cwt. pick-up.  
**£325.** 1957 STANDARD 6-cwt. pick-up.  
**£150.** 1950 THORNycroft Trident long-wheelbase tipper.  
**£275.** 1950 SEDDON tractor unit, chassis and cab.  
**£150.** 1951 BEDFORD 5-ton cattle truck.  
**£150.** 1948 THORNycroft 7-ton cattle truck.  
**£150.** 1950 SEDDON long-wheelbase, drop-side.

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**STOCKLAND GARAGE, LTD.**  
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New commercial vehicles in stock for immediate delivery.

**FORD** 3-5-ton tipper, 4D, diesel.

**FORD** Thames Trader 7-ton long-wheelbase truck, diesel.

**AUSTIN** 4-ton long-wheelbase drop-side truck, diesel.

**USED** commercial vehicles.

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**1950** AUSTIN 2-3-ton Luton van, £120.

**1947** AUSTIN 2-3-ton Luton van (choice of two) (repainted blue), £120.

**1947** AUSTIN 2-ton tipper, £50.

**1947** 6 BEDFORD 5-ton long-wheelbase platforms, from £120.

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**GREENWOOD** electric factory trucks (two) with chargers, £75 lot.

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**AUSTIN** 5-ton Lodestar platform trucks; ex-brewery vehicles, 1950-1953, from £150-£275.

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**AUSTIN.**

**1950** AUSTIN A6, van, choice of several.

**1953** AUSTIN 25-cwt. van; also one other.

**BEDFORD.**

**1955** BEDFORD 5-ton 900-cu.-ft. Luton.

**1956** BEDFORD 10-12-cwt. van; choice of one other.

**DODGE.**

**1956** DODGE 5-ton 06A diesel truck; also 1951 model.

**1953** DODGE 5-ton short-wheelbase diesel tipper.

**FORDSON.**

**1955** FORDSON 5-cwt. van; choice of several.

**1956** FORDSON 7-cwt. van; choice of several.

**1954** FORDSON 10-cwt. gown van; choice of several.

**MORRIS.**

**1957** 15-cwt. J2 van; choice of two. 796-133  
A45

**Used Goods Vehicles (contd.)**

**WELCH'S GARAGE (STAPLEFORD), L. TD.**  
BEDFORD, LAND ROVER DEALERS.

**NEW VEHICLES.**

**B**EDFORD 10-ton tractor, Scammell coupling, 10-ply tyres.  
**B**EDFORD 7-ton normal-control 16-ft. body complete truck.  
**B**EDFORD 7-ton forward-control chassis and cab, or with 17-ft. Bonalack body.  
**B**EDFORD 6-ton forward-control, 8.25 x 20 tyres, chassis and cab or with 17-ft. Bonalack body.  
**A**LL vehicles have BEDFORD 300 diesel engines.

**USED VEHICLES.**

**1947** FODEN 8-wheeler, £450.  
**1946** FODEN 8-wheeler, £425.  
**1939** FODEN 8-wheeler, much above average, £475.  
**1953** BEDFORD 5-ton, P6, almost new tyres, £375.  
**1939** E.R.F. twin steer 6-wheeler, £300.  
**1946** VULCAN, P6, chassis and cab, £150.  
**1950** 105 truck, P6 engine, £275.

**A**LL these vehicles have all units working and are in good running order, are clean and straight and ready for immediate use.

**PART-EXCHANGES** and hire-purchase.

**A**S new, very modern single-compartment 1,500-gal. tank, pressure discharge with compressor, suitable for Bedford 7-ton long-wheelbase forward-control 150-in. wheelbase. This tank was made by Darham in mild steel with all shroud and side throats with provision for hoses, it has two manhole covers and heater pipes, has been used for edible fats, must be cleared. Inquiries and offers, please.

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**1958** BEDFORD forward-control 7-ton truck (diesel), 2-speed axle, 900 by 20 tyres, £1,450.  
**1958** Thames Trader 7-ton truck, £1,150.  
**1956** BEDFORD CA van, 10-12-cwt., £285.  
**1955** FORD 10-cwt. van, £175.  
**1951** E.R.F. double-drop-side, 900 by 20 tyres, £450.  
**1949** BEDFORD 5-ton van, side loader, £85.  
**1949** BEDFORD 30-cwt. truck, repainted maroon, £175.  
**1948** BEDFORD 2-ton van, £75.  
**1946** AUSTIN 3-ton van, £45.

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**TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS.**  
20 FT LONG, EXCELLENT CONDITION.

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**SEVERAL 1947-50 Maudslay and E.R.F. 20-ft. platform bodies all in first-class working condition.**

**TWO 1950 Fodens, fitted with 6LW Gardner engines, 24-in. alloy bodies, on 9.00 by 20 tyres, condition immaculate.**

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**1954** FORD Thames 8-ton Sumex 6-wheeler with Perkins P6 engine.  
**1954** DENNIS Stork diesel 3-ton van, one owner, £475.  
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**1955** BEDFORD 5-ton petrol drop-side truck, C licence operator, excellent condition.  
**1954** A-type BEDFORD 5-ton diesel, drop-sided body, £425.  
**1953** BEDFORD 5-ton A-type truck, in first-class order, £320.  
**1951** BEDFORD diesel 5-ton drop-side truck, £225.  
**1951** BEDFORD 7-ton long-wheelbase, in good condition, £245.

**TIPPERS**  
**1956** BEDFORD 5-ton petrol short-wheelbase tipper, Weston tipping gear, 5-yd. standard body, £460.  
**1950** AUSTIN Loadstar long-wheelbase tipper, £150.

**LUTON vans and pantechicons.**  
**1955** A-type 3-ton Luton 800 cu. ft. Climax body, in immaculate condition, £540.  
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**1951** BEDFORD 5-ton, 1,000-cu.-ft. pantechicon with drop well, Plymax body, in first-class order, £325.

**TRACTORS**  
**1955** BEDFORD 6-ton SCAMMELL tractor unit, £385.  
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**1950** LEYLAND Comet long-wheelbase tipper.  
**1952** FORD Thames 2-ton van, reconditioned engine.

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**B**EDFORD CA vans and conversions, very good selection from £200. 796-193

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**1955** BEDFORD 7-ton Special A (West Midlands).  
**1954** DENNIS Stork Luton van, 1,150 c.c.  
**1957** FODEN 8-wheeler East Midlands special A.  
**1954** LEYLAND 8-wheeler, West Midlands special A.  
**1954** LEYLAND 8-wheeler, East Midlands special A.  
**1954** SENTINEL 6-wheel tipper.

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**OFFER THE FOLLOWING  
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**1951** COMMER long-wheelbase, in excellent condition, £110.  
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**D**ENNIS Max tanker, March, 1946, suitable for carrying 1200.  
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**S**EDDON, 1949, fitted P6 engine, and 16-ft. platform body.  
**B**EDFORD-SCAMMELL artic., November, 1952, fitted P6 engine and 20-ft. trailer.  
**A**LBION Chieftain, July, 1954, fitted 16-ft. 6-in. drop-sided body.

**TERMS AND EXCHANGES.**

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**Used Goods Vehicles (contd.)**

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**1951** BEDFORD 3-ton boxvan, very good order.  
**1951** BEDFORD 5-ton boxvan, very good order, choice of several.  
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**1955** BEDFORD 25-cwt. all-metal van.  
**1954** BEDFORD 8-ton diesel tractor.  
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**1958** BEDFORD 5-ton diesel tipper, Anthony gear body.  
**O**ther makes and types available.  
**PART-EXCHANGES,** hire-purchase.

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**1949** BEDFORD 5-ton, very sound condition, drop-side body.  
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**N**EW DODGE 3146AY chassis-cab, 2-speed, air brakes, 26 by 5 tyres.  
**N**EW DODGE 3126AP chassis-cab, 2-speed axle, heavy-duty tyres.  
**N**EW DODGE 3145BW chassis-cab, 2-speed axle, air brakes.  
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**1956** DODGE 146AR6, 18-ft. dropside truck, £875.  
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**1955** DODGE 106P6 dropside truck, very clean, £750.  
**1956** DODGE 106CP6 dropside truck, £950.  
**1949** MAUDSLAY Mogul Mark II, long-wheelbase, very clean, new cab, £450.  
**1953** DODGE 103AP6 tractor with Tasker semi-trailer, sound vehicle, £650.

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PETERBOROUGH.  
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**TWO 1955 A.E.C.s** (reconditioned by A.E.C., Southall, £1,250 each. Below.  
**1951** ALBION HV53 with trailer, just been overhauled by Albion, £750. Below.  
**1939** E.R.F., very good order, £250. Below.  
**1948** September, DENNIS Max, £425. Below.  
**1950** VULCAN diesel, £225.  
**J**UST off contract. Offers.

**TITTERELL'S TRANSPORT (LONDON), LTD., 504 Silwood St., S.E.16. Herndonsey 2735. 796-188**

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**1955** COMMER 25-cwt., forward-control van, chrome bore engine, works tested, £275.  
**1958** BEDFORD Workabus, as new, extras, £475.  
**1954** BEDFORD 25-cwt. van, sliding doors, etc., £175.  
**RAY POWELL, LTD., Eastern Avenue, Ilford, Essex. 796-113**

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**1955** FORD 10-cwt. van, repainted, £225.  
**1957** Thames 7-cwt. van, two-tone, £355.  
**1957** Thames 5-cwt. van, excellent condition, £315.  
**1953** BEDFORD 10-12-cwt. van, with windows, £300.  
**1955** AUSTIN A40 pick-up truck, £265.  
**1957** AUSTIN A35 van, low mileage, £365.  
**1957** Thames 10-12-cwt. van, low mileage, £475.  
**10%** Deposit or hire-purchase facilities to suit your needs.  
**I**NVICATA WORKS, North Finchley, N.12.

**HILLSIDE 8888.**

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DODGE AND SEDDON DISTRIBUTORS.  
MONK MEADOW,  
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OFFER THE FOLLOWING VEHICLES.

- 1956** SEDDON Mk. 5 S.10 tipper, reconditioned engine and rebuilt throughout, £975.  
**1955** SEDDON Mk. 5 S.10 tipper, works reconditioned engine, rebuilt throughout and repainted, £875.  
**1955** SEDDON Mk. 5 L, one owner, 13-ft. 6-in. wheelbase, platform truck, good condition throughout, £25 by 20 12-ply tyres, £800.  
**1955** SEDDON Mk. 5 L long-wheelbase double-drop-side truck, one owner, specimen machine, £800.  
**1949** SEDDON Mk. 5 L, 13-ft. 6-in. wheelbase, fitted with Ebro twin front-ram tipping gear, 15-ft. body, good condition, £350.  
**1949** New DODGE 5-ton long-wheelbase, P6, fitted detachable livestock container by Drew Bros., one owner, excellent condition throughout, £400.  
**1948** SEDDON Mk. 5 L long-wheelbase double-drop-side truck, £25 by 20 12-ply tyres, good condition, repainted, £350.  
**1948** SEDDON Mk. 5 L chassis and cab, fair condition all round, £200.

**E. RAYMENT, LTD.**

DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE** 124 AP6 diesel tractor unit, November, '956, low mileage, with 23-ft. 10-12-ton Scammell trailer.  
**DODGE** 225 AP6 diesel, December, 1957, fitted light alloy platform.  
**DODGE** 103 P6 diesel, August, 1954, hydraulic tipper.  
**DODGE** 103 petrol, December, 1956, hydraulic tipper.  
**BEDFORD** O model, petrol, Scammell tractor unit, very good condition.  
**BEDFORD** S model, petrol, Scammell tractor unit, very good condition.  
**BEDFORD** O model, petrol, 5-ton drop-side truck, very good condition.  
**BEDFORD** O model, diesel tractor, fitted 20-ft. Scammell trailer.  
**FORD** 4D platform, 1956, H.D. equipment, 5-ton.

140, ROMFORD RD., London, E.7. Maryland 796-334.

**W. H. HAROLD PERBY, LTD.**

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

- 1943** SCAMMELL 8-wheel rigid, 6LW engine, 40 by 8 tyre equipment, good condition, £575.  
**1958** (First registered) DENNIS Max, fitted booster box, well shod, mechanically sound, £550.  
**1950** E.R.P. 6-ton, fitted 4LK engine, mechanically sound, £500.  
**1949** LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.  
**1955** BEDFORD 7-cu.-yd. tipper, metal body, one owner, good condition, £700.  
**1956** THAMES articulated boxvan, good condition throughout, £1,050.  
**1952** THAMES 5-ton ETD boxvan, metal body, with full roller shutter at rear, £385.  
**LARGE** selection of 5-, 10- and 10-12-cwt. THAMES vans always available.  
**MOST** of the above are guaranteed for 90 days.

**HARROW 1031.**

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS. 796-335

**BILL WALTON, LTD.**

- 1,350** CU.-FT. Luton on 1950 Bedford coach chassis, £250.  
**1954** 5-ton BEDFORD chassis, £300.  
**1951** 5-ton BEDFORD double-drop-side truck, £155.  
**CAMPBELL'S GARAGE**, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 796-370

**J. CAMPBELL PARK, LTD.**, offers a genuine bargain:-

- 1955** LEYLAND 8-wheelers, three in stock, for immediate delivery.  
**1955** BEDFORD long 7-tonner, detachable sides, petrol, ex-private firm, a bargain at £425.  
**J. CAMPBELL PARK, LTD.**, Chidwell Valley Rd., J. Gateacre, Woolton, Liverpool. Gateacre 1331. 796-496  
**1958** COMMERCIAL 3-4-ton long-wheelbase drop-sided truck, 6,000 miles, as new, £850.  
**1956** AUSTIN 5-ton diesel chassis and cab, excellent tyres and condition, £600.  
**1953** AUSTIN 5-ton cattle truck, petrol, reconditioned engine, tyres excellent, £550.  
**COMING** shortly, AUSTIN 3-ton diesel cattle truck, small mileage, almost as new, £750.  
**TERMS** and exchanges, T. H. Nicholls, Ltd., Penryn Garage, Commercial Rd., Penryn. Phone 2157-B. 796-4285

- £85** Ex-M.O.S. Morris quads, 4-wheel drive, complete with winches, £75. 10-ton woodcut trailer, £100. Also Leyland Beaver 10-tonner, £200, engine and tyres as new, trailer to match at £75. 1952 Ford Thames long-wheelbase, tyres as new, £110. Also several trailers and Bower trailers, lighting plants, diesel and petrol, etc. etc. Caistor Construction Co., Holton Rd., Nettleton, Caistor, Lincs. Phone, Caistor 314. 797-015

**OVER HALL GARAGES, LTD.**

- 1951** BEDFORD 8-ton tractor unit, Tasker coupling.  
**1953** BEDFORD CA large-capacity van, one owner

**OVER HALL GARAGES, LTD.**

STAINES ROAD, BEDFORD, MIDDXX.  
Asdford 5741. 796-357

## Used Goods Vehicles (contd.)

**HALE MOTORS (TOTTENHAM), LTD.**  
THE HALE, N.17.  
Tottenham 7771 (four lines).

**VANS.**

- 1955** FORD 4D Luton van, 1,000 cu. ft., roller shutter and tailboard.  
**1951** BEDFORD Luton van, petrol engine, 1,400 cu. ft.  
**1956** COMMERCIAL 6-cwt. Express delivery van, with rear passenger folding seat.  
**1956** MORRIS 1-ton van, low mileage.  
**1958** COMMERCIAL 15-cwt. diesel Superpoise with special gown van body, 4,000 miles only.  
**1958** AUSTIN A35 van, dual colour, 11,000 miles only.  
**1950** BEDFORD 30-cwt. van.

- 1953** COMMERCIAL Superpoise 2-ton boxvan, with side loading door.

**TIPPERS.**

- 1938** E.R.P. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

**NEW VEHICLES.**

- AUSTIN**, Ford, Rootes Group.  
**COMPREHENSIVE** stocks always held.

796-405

**HENDY FOR FORD.**

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

- 1952** BEDFORD 6-cu.-yd. S-type tipper, £295.  
**1955** Thames 4D lorry, Balco extension, £495.  
**1955** Thames 4D tipper, alloy body, £475.  
**1952** Thames 4D tipper, £335.  
**1957** Bedford van, low mileage, £555.  
**SELECTION** of 1957 5-cwt. Thames vans.

**PERCY HENDY, LTD.**

VINCENTS WALK, SOUTHAMPTON.  
Phone, Southampton 28331.

ALSO AT CHANDLERS FORD, PHONE 2271.

796-373

**SPURLING CITY DEPOT OFFER:-**

- 1958** BEDFORD 15-cwt. furniture van, mileage 7,000, in new condition.  
**1956** 5-ton long-wheelbase, petrol with hydraulic tipper, Bonallack body.  
**1955** AUSTIN A40 van.  
**1956** BEDFORD 10-12-cwt. van.

**HIRE-PURCHASE. PART-EXCHANGES.**

**176-9 SHOREDITCH HIGH STREET.**

LONDON, E.1.

Phone, Shoreditch 8433. 796-369

- £425.** 1954 BEDFORD A-type short-wheelbase diesel tipper.  
**£425.** 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.  
**£295.** 1955 FORD 4 diesel 2-ton lorry.  
**£195.** 1949 SEDDON 6-ton diesel lorry.  
**£250.** 1950 FODEN 6-ton lorry, 4LK engine.  
**£295.** 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper.  
**£745.** 1956 BEDFORD, R6 modified engine, long-wheelbase Ebro twin-ram tipper, deep-sided body, ideal coal carrying, 900 by 20 tyres.  
**£525.** 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-sided body for coal carrying.  
**1949** AUSTIN 5-ton long-wheelbase ex-Shell Mex lorry, fitted with Burtonwood (1-ton) tailboard loader.  
**1953** A-type 2-ton BEDFORD long-wheelbase lorry.  
**£225.** 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.  
**£125.** DENNIS Pax, a bit shabby but good Perkins P6 engine, or sell Perkins engine complete, £100.  
**£100.** PERKINS P6 engine complete with all fittings for Vulcan, Dodge or Dennis.  
**TRAILERS**, all types, draw bar and articulated, from £40.  
**H.P.** Terms and insurance arranged.  
**255** WALTON LANE, Liverpool, 4. Aintree 1873. 796-202

**PERCY D. SLEMAN, LTD.**

LONDON COMMERCIAL DEALERS.

- NEW** COMMERCIAL 7-ton standard short-wheelbase tipper, 5-speed gearbox, air brakes, 9,000 by 20 tyres.  
**NEW** COMMERCIAL Unipower 6-wheeler chassis-cab, air brakes, 9,000 by 20 tyres, 21-ft. 6-in. platform.  
**NEW** COMMERCIAL Rootes diesel long-wheelbase drop-side truck, air brakes, with special A licence.  
**1949** FODEN twin-steer platform truck, 5LW Gardner, 9,000 by 20 tyres, with special A licence.  
**1957** A.E.C. twin-steer, 9.6 unit, 10,000 by 20 tyres, 22-ft. platform, with special A licence.  
**1955** Thames 5-ton 4D long-wheelbase truck, excellent condition.  
**1957** BEDFORD diesel 5-ton short-wheelbase tipper, choice of two, splendid condition.  
**1957** BEDFORD 7-ton Comet diesel, 9,000 by 20 tyres, 17-ft. platform, with special A licence.

**38 UNBRIDGE ROAD.**

EALING, W.S.

Phone, Ealing 7987; Unbridge 5022. 796-400  
After hours, Western 1321.

## Used Goods Vehicles (contd.)

**COUNTY OAK SERVICE STATION, LTD.**

VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 25475-6-7.

- BEDFORD** 1958 CA van, low mileage, £460.  
**BEDFORD** 1958 Workabus, 5,000 miles, £475.  
**BEDFORD** Spurling 1956 3-way loader 35-cwt. van, one owner, £275.  
**BEDFORD** 1953 CA van, £195.  
**BEDFORD** 1947 long-wheelbase truck, £125.  
**AUSTIN** 1947 2-ton meat van, £175.  
**FORD** 1952 E76 5-ton meat van, £200.  
**AUSTIN** 1949 3-way van, £95.  
**COMMERCIAL** 1956 TS3 7-ton tipper, one owner, excellent condition, £900.  
**BEDFORD** 1947 5-ton pantechnicon, £275. 796-472

**THE NIGHTINGALE ENGINEERING CO., LTD.**

- NEW** ATKINSON 8-wheelers, 6LW and 6LN, double-drive or single-drive, immediate delivery.  
**LEYLAND** Comet artic., with 24-ft. York trailer.  
**(Registered)** FODEN 6-wheeler platform, double-drive, 40 by 8 tyres, small mileage.  
**(Registered)** FODEN 6-wheeler, 22-ft. platform, excellent condition.  
**ATKINSON** 8-wheeler, 40 by 8 tyres, excellent condition.  
**1953** A.E.C. Mammoth Major, good order.  
**1955** AUSTIN 30-cwt. van, good condition.  
**WESTERN LANE**, London, S.W.12. Battersea 2191. 796-395

- 1958** 15-cwt. Thames builders' truck, customer exchanging to larger FORD truck, new price bargain, £495.  
**1957** FORD Thames 5-cwt. van, new engine, very clean vehicle, £295.  
**1955** FORD 10-cwt. van, in perfect condition, £195.  
**1955** FORD Thames 5-cwt. van, excellent condition, £285.  
**1946** DODGE 5-ton truck, serviceable vehicle, £95.  
**1956** MORRIS J2 van, recellulosed, one owner, mileage 25,000, £335.  
**1954** MORRIS J-type van, recellulosed black and maroon, excellent condition, £225.  
**1951** STANDARD Vanguard estate car, excellent condition, £295.

**GILBERT RICE, LTD.**

HORSHAM, SUSSEX.  
Phone 4331. 796-435

**BARNARDS OF STOWMARKET offer:-**

- ALBION** 1949 8-ton, 21-ft. drop-side body, 4-cylinder diesel engine, 36 by 8 good tyres, £650.  
**ALBION** 1953 8-ton, 18-ft. drop-side body, 6-cylinder petrol engine, 8.25 by 20 tyres, £425.  
**ALBION** 5-ton petrol long-wheelbase truck, very clean, £175.  
**AUSTIN** 5-ton petrol long-wheelbase tipper, very clean, £175.  
**AUSTIN**, registered 1957, 5-ton petrol long-wheelbase truck, £325.  
**A.E.C.** and 1400 by 20 alternative tyres, tubes and wheels, £595.  
**BEDFORD** long-wheelbase tippers, choice of three from £200.  
**BEDFORD-SCAMMELL** 1947 8-ton petrol-engined tractor unit with 20-ft. trailer, £340.  
**BEDFORD-SCAMMELL** 1951 10-ton S-type petrol-engined tractor unit with 23-ft. 10-ton trailer, £720.  
**BEDFORD** unregistered 900-gal. tanker, almost unused, £150.  
**BEDFORD** tractor unit, petrol-engined with Carrimore coupling, £350.  
**COMMERCIAL** 1949 long-wheelbase, fitted with P6 diesel engine, new tyres, £350.  
**DODGE** 1952 5-ton long-wheelbase diesel tipper, £475.  
**DODGE** long-wheelbase trucks, 5-speed gearbox, 2-speed axle, choice of three from £385.  
**FORD** Thames, registered November, 1955, long-wheelbase tipper, fitted with recently reconditioned 4D engine, tyres nearly new, whole truck like new, £535.  
**FORD** Sussex 6-wheeler, late 1954, in exceptionally good condition, £545.  
**FODEN** 8-wheeler, 1948, reconditioned Gardner engine, oil boost brakes, good 40 by 8 tyres, £1,250.  
**MORRIS** diesel long-wheelbase trucks, choice of three, £1,150.  
**VULCAN**, fitted with P6 engine, 16-ft. 6-in. drop-side body, choice of three from £325.  
**ALL** the above trucks are in very good condition and ready for work.  
**PHONE**, Stowmarket 621 (five lines). 796-7082

**SPA GARAGES (LEEDS), LTD.**

MEANWOOD ROAD,  
LEEDS, 7.  
Phone 34884.

- 1955** ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,350.  
**1953** VULCAN long-wheelbase, fitted P6, £345.  
**1953** SEDDON tractor with 25-ft. trailer, fitted new cab, reconditioned rear axle, completely reworked.  
**1951** ALBION Chieftain, fitted with cattle-truck body, £850.  
**1950** ALBION Chieftain long-wheelbase, £550.  
**1948** SEDDON, reasonable condition, £120.  
**PART-EXCHANGES.** H.P. arranged.

796-480

A47



### Used Goods Vehicles (contd.)

**MAYDAY MOTORS, LTD.**

DODGE DISTRIBUTORS.

**ALL NEW DODGE MODELS**  
AVAILABLE FOR EARLY DELIVERY.

- 1957** BEDFORD Utilibreaks, low mileage, choice of three, £425 cash.  
**1957** COMMER 30-cwt. diesel van, first-class condition, £625.  
**1955** DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot rear underbody gear, £825.  
**1955** BEDFORD 5-type petrol tipper with steel bodies in good condition, choice of three, £445.  
**1954** November, DODGE (Model 123) petrol tipper, £465.  
**1952** 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.  
**MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 796-384**

- 1957** MORRIS 1-ton diesel engine truck, good condition, £575.  
**1955** BEDFORD 7-ton drop-side truck, good tyres, guaranteed, £575.  
**1955** FORD P6 tipper with steel body, good condition, £475.  
**1950** AUSTIN 25-cwt. van, £125.

**CAMPBELL SYMONDS AND CO., LTD.**

FORTY AVENUE, WEMBLEY.  
Arnold 7771. 796-317

**SOUTHERN COUNTIES GARAGES, LTD.**

HIGH STREET, CRAWLEY, SUSSEX.  
Phone 25666.

**AUSTIN AND FORD COMMERCIALS.**

FULL RANGE ALWAYS AVAILABLE.

- 1957** MORRIS 1-ton 14-seater LDI Utilibus, £630.  
**1957** AUSTIN 152 van, low mileage, £495.  
**1950** DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £295.  
**A** Large selection of small vans always in stock. 796-406

- 1954** FODEN 4-wheel platform truck, model FE4/R.  
**1949** LEYLAND Comet 75 with 17-ft. cattle container.  
**1955** LEYLAND Comet forward-control 20-ft. platform (100 engine).  
**1949** MAUDSLAY Mogul with 15-ft. wooden tipping body, Gardner 5LW engine.  
**1949** MAUDSLAY Mogul platform with A.E.C. 7.7 engine.  
**1955** BEDFORD Dormobile.

**H.P.** And insurance facilities available.

**WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 796-21**

**LINES BROS. LTD., Tri-ang Works, Morden Rd., London, S.W.19.**

**SURPLUS** vehicles for disposal. Offers invited.

- 1953** AUSTIN flat truck, 5-ton, petrol.  
**1951** AUSTIN flat truck, 5-ton, petrol.  
**1950** AUSTIN Luton van, 5-ton, petrol.  
**1952** AUSTIN van, 25-cwt., petrol.  
**1955** MORRIS van, 1-ton, petrol.  
**1957** MORRIS van, 1-ton, diesel.

**VEHICLES** can be inspected at the above address without prior appointment. 796-279

**H. TAYLOR AND CO., LTD.**

- 1957** February, AUSTIN 11-ton van, black, one owner, £497.  
**1956** February, AUSTIN A40 van, blue, good tyres, £341.  
**1956** AUSTIN A40 pick-up, green, heater, £326.

- 1957** COMMER Cob, blue-red, one owner, wing mirror, £376.  
**1955** MORRIS MINOR 1-ton van, grey, extra passenger seat, £296.  
**1954** November, MORRIS 1-type van, good order, two extra seats, £252.  
**1956** COMMER Cob, blue, £326.

- 1953** BEDFORD 10-12-cwt. C.A.V. blue, not sign-written, heater, two seats, £345.  
**1-2** THE CRESCENT, Surbiton, Elmbridge 0081. 796-280

**ROSS GARAGES (SALES), LTD.**

PENARTH ROAD, CARDIFF.  
Phone, Cardiff 24671.

**ATKINSON AND SEDDON MAIN DISTRIBUTORS. FORD AND ROOTES GROUP DEALERS.**

**NEW VEHICLES FROM STOCK.**

**ATKINSON** 8-wheeler chassis-cab, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.  
**COMMERCIAL** 7-ton, Rootes diesel, air brakes, 13-ft. 6-in. wheelbase.

### USED VEHICLES.

- 1955** FODEN 8-wheeler, platform body.  
**1952** VULCAN with 7.8-tonner platform body, Mk. 3 Meadows engine.  
**1949** LAND ROVER, excellent condition.  
**MAUDSLAY** 7.8-tonner, Gardner 5LW, will sell for spares value. 796-435

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### Used Goods Vehicles (contd.)

- 1955** THORNYCROFT Sturdy Special, CR6 engine, 9.00 by 20 tyres, 21-ft. double-drop-sided body, excellent condition.  
**1950** MAUDSLAY Mustang twin steer, A.E.C. 7.7, 21-ft. platform, double drop side.  
**1951** COMMER short-wheelbase drop-sided tipper, underfloor petrol engine.  
**1956** SEDDON Mk. XII P. 6 engine, long wheelbase, drop-sided body, Eaton 3-speed axle, wrap-round cab, 9.00 by 20 tyres.  
**1951** DODGE Kew short-wheelbase tipper, P6 engine, Eaton axle.  
**1948** Mogul Mk. II, 17-ft. 6-in. platform body, well tired, ready for immediate service.  
**1945** SCAMMELL rigid 8-wheeler, 24-ft. 6-in. platform body, 40 by 8 tyres rear and 36 by 8 front.

**DUROSE GARAGE.**

AUTHORIZED A.E.C. DEALERS,  
LIVERPOOL ROAD,  
NEWCASTLE, STAFFS.  
ON THE A34.  
Phone, Newcastle, Staffs. 52251. 796-490

**FRANK G. GATES, LTD.**

MAIN FORD DEALERS,  
GATES CORNER, L18.  
Wainstead 6633.

- 1957** COMMER 7-cwt. van, £325.  
**1955** BEDFORD Dormobile, very clean, £395.  
**1951** BEDFORD 5-ton flat platform, £95.  
**1949** COMMER 5-ton flat platform, £100.  
**1949** BEDFORD-SCAMMELL tractors, choice of two, £95.  
**1949** BEDFORD 2-1-ton long-wheelbase platform truck, good condition, £125.  
**1955** 3-ton DODGE long-wheelbase truck, P4 diesel, choice of two, £145 and £395.  
**1955** AUSTIN 1-ton petrol van, £375.  
**1954** BEDFORD 7-ton truck, petrol, £425. 796-511

**NORMAN REEVES (MOTORS), LTD., of Uxbridge, offer:—**

- BEDFORD** Scammell, P6 engine, £100.  
**3-ton** AUSTIN vans, choice of two, £199.  
**1954** FORDSON pantechinon, 600 cu. ft., exceptional condition, £80.  
**1948** November, FORD 2-ton 4D van, £375.  
**1951** 3-ton MORRIS van, 800 cu. ft., £100.  
**1950** FORD 2-ton van, V8, £125.

### TIPPERS.

- 1952** BEDFORD, 5-yd. steel body, £175.  
**1954** BEDFORD 7-ton, 6-yd. Western equipment, R6 engine, £500.  
**1954** FORD, 5-yd. Anthony body, P6 engine, £250. High St., Uxbridge, Middx. Phone, Uxbridge 3444 (four lines). 796-364

- 1947** SEDDON 2 wheelbase cab and chassis with reconditioned P6, £180.  
**1946** SEDDON long-wheelbase flat, P6, £160.

- 1952** BEDFORD long-wheelbase flat, petrol, £195.

**ONE** SEDDON articulator with Queen Mary trailer, £185, in real good condition.

**A**USTIN 3-way van, £55.

**FUEL** tanks, capacity 1,600 gallons, £25.

**15** Dyson trailers, 6-tonners, £65.

**ERNEST THORPE AND CO., LTD., Thurgoland, nr. Sheffield. Phone 2152 and 242, Stocksbridge. 796-208**

**1954** SEDDON Mk. 5L 7-ton diesel truck with high- and low-lift Burtonwood tailboard, tyres as new, recent engine overhaul, £250 spent Perkins P6, excellent order throughout.

**A**USTIN Loadstar, 1955, articulated, petrol, fitted Scammell hitch, 30,000 miles only, box trailer 1,250 cu. ft., low loader, would separate.

**1953** MORRIS COMMERCIAL LC4 25-30-cwt. drop-side truck.

**WALTER W. SAUNDERS, LTD., Two Waters Rd., Hemel Hempstead, Boxmoor 3900. 796-114**

**1954** Series COMMERCIAL 5-ton diesel, above average condition, £395.

**1952** MORRIS 1-ton van, resprayed, nice condition, £145.

**1951** COMMERCIAL 25-cwt. Luton van, immaculate condition, recently fitted with reconditioned engine and gearbox, well maintained by large operator and only carried cardboard displays, £245.

**E. HARPER, LTD., London Rd., Stevenage, Herts. G. Phone 700. 796-13**

**MANN EGERTON AND CO., LTD.**

COMMERCIAL VEHICLE SPECIALISTS.

OFFER:—

- 1956** AUSTIN 5-ton F.C. platform lorry, fitted with 2.1 diesel engine, in exceptionally good condition for year, tyres good, finished in green, £800.  
**1955** BEDFORD S-type 7-ton short-wheelbase chassis-cab, 116-in. wheelbase, Bedford petrol engine, 9.00 by 20 tyre equipment, also fitted with new Edbro tipping gear from vertical ram and 6-cu.-yd. all-steel body, finished in primer, vehicle in exceptionally nice condition, £800.  
**1955** COMMERCIAL 30-cwt. Q25 drop-side truck, vehicle finished in primer, very nice condition for year, petrol, £300.  
**1947** SEDDON platform truck fitted with Perkins P6, tyres good, engine fair condition, reasonable vehicle, £350.

TRADE INQUIRIES INVITED.

**MANN EGERTON AND CO., LTD.**

5 PRINCE OF WALES ROAD, NORWICH.  
Phone 20481. 796-270

### Used Goods Vehicles (contd.)

**MORTON'S GARAGE, LTD.**

81 BINLEY ROAD,  
COVENTRY.  
Phone 53754.

**COMMERCIAL KARRIER DEALERS.**

- 1956** COMMERCIAL 7-ton tipper.  
**1956** BEDFORD 7-ton long-wheelbase tipper.  
**1955** AUSTIN 5-ton short-wheelbase tipper.  
**1956** MORRIS Cowley 1-ton van.  
**1955** BEDFORD 10-12-cwt. van.  
**1948** BEDFORD 10-12-cwt. van.

**PART EXCHANGES.**

**HIRE-PURCHASE. INSURANCE.**

OPEN SEVEN DAYS A WEEK. 796-427

**WEYBRIDGE AUTOMOBILES, LTD.**

QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2243.

- 1947** AUSTIN 2-ton drop-side truck, condition very good, bodywork sound, engine very good mechanically, £110.  
**1954** August, FORD 5-cwt. van, in very good mechanical order, £145.  
**1955** 20-cwt. TROJAN van, one owner, mechanically very good, £200.  
**1955** AUSTIN A40 van, colour blue, one owner, £260. 796-446

**COM MOTORS, LTD.**

- 1957** FORD 5-cwt. van, one owner, exceptional, £120.  
**1956** BEDFORD 10-12-cwt. van, one owner, immaculate throughout, choice of two from £325.  
**1955** AUSTIN 1-ton forward-control long-wheelbase diesel truck, one owner, £325.  
**1954** AUSTIN A40 boxvan, immaculate condition, £210.  
**1952** AUSTIN 25-cwt. 3-way coachbuilt boxvan, one owner, immaculate, £120.  
**1951** AUSTIN 25-cwt. coachbuilt boxvan, one owner, £165.  
**LARGE** variety of used commercial vehicles always available and covered by our three months' guarantee.  
**FORTRESS GROVE, Fortress Rd., Kentish Town, London, N.W.5. Culliver 5888-9. 796-477**

**4 X 4** chassis and cab, as new, unregistered, mileage 3,000, 1200 by 20 Trakaris, twins on rear axle, full air brakes. Apply Mattia, New Farm Bldgs., Ilton, Somerset. 796-4182

**FOR** sale, 1952 FORD, long wheelbase: 1948 Bedford, long wheelbase, Mercury factory truck and trailer, Queen Mary trailer; 8-ton semi-trailer; 20-ton semi-trailer; Bedford refueller; Perkins and Bedford engines. Offers wanted. Reilly, George Bristow, Ltd., Matongate Rd., Kingston-upon-Thames. Kingston 3336. 796-15

**SPECIALISTS** for Albion, Leyland, Thames, Telehook and Syndromic.

**THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Brighouse, Yorks. Phone 1677-8-9. 796-194**

**1957** November, H.M.C. Scammell tractor unit, 5.4 diesel, excellent order, £750.

**1951** FORD Trader 5-tonner, P6 diesel, £250.

**NUMEROUS** 5-ton tippers available.

**25** Used vans in stock from 8 to 20 cwt.

**BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4964 (10 lines). 796-197**

**1955** COMMERCIAL boxvan, Perkins P6, 825-cu.-ft. body, excellent condition, £575.

**1947** BEDFORD 30-cwt. drop-side truck, £150.

**FOR** ROAD GARAGE AND TRANSPORT CO., LTD. London Rd., Coalville, Leics. Phone, Coalville 881-2. 797-7115

**VIGO MOTORS.**

**1947** 8-cwt. BEDFORD van, £95.

**1955** 10-cwt. van, Hanson body, £295.

**VIGO MOTORS, Walmer Rd., W.10. Ladbrooke 3051. 796-302**

**CHOICE** of six BRADFORD 1-ton vans, 1952 models.

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**1955** SEDDON diesel Mark 5L, fitted with de luxe cab and 10-ft. platform body, one owner.  
**1951** SEDDON diesel Mark 8, P6 Scammell tractor unit.

**1950** SEDDON diesel Mark 5L tractor unit with Carrimore coupling.

**1950** MAUDSLAY dropside, fitted with 7.7 A.E.C. engine.

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**1939** ATKINSON twin steer, fitted with 6LW Gardner, condition well above average for age.

**A** LWAYS in stock—diesel-engined vehicles between £200-£400.

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**ATKINSON**, 1946, 6W tipper, 7.7 engine, very good, £900.

**ATKINSON**, 1943, 6-wheel drop-sided truck, 23-ft. body, 5LW engine, very clean.

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**1948** MAUDSLAY Meritor, 7 ton 2 cwt., Eastern, £3,400.

**PETERBOROUGH ENGINEERING CO.**, 44 Eye Rd., Peterborough. Phone 6161.

**ALBION** Revox, Comet engine, 1957, 23-ft. platform, immaculate condition, South Eastern, £3,600. Pitters Transport, Southampton. Phone, West End 2385.

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**SPECIAL A** licences, vehicles, South Wales Area.

**SEDDON** distributors for Monmouthshire.

**1957** COMMER TS3 drop-side lorry, 900 x 20 tyres, unladen weight 3 tons 15 cwt., West Midland, expires December 31, 1959, £2,250.

**1957**, October, COMMER TS3 with Boys extension 14 cwt., West Midland, expires February, 1960, £3,000.

**1958** GUY Warrior, Primrose extension, air brakes, alloy axle, 2-speed axle, 4-cylinder engine, unladen weight 4 tons 18 cwt. 1 qtr., North Western, expires October, 1960, £3,350.

**MILLER MOTOR SERVICES**, Wheelton, near Chorley. Phone, Brinscall 261.

**M** Phone, Brinscall 261.

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**1957** B.M.C. articulated platform, Metropolitan, North Western or South Western area.  
**1957** B.M.C. articulated York 1,550-cu.-ft. van, Metropolitan, South Western and North Western areas.  
PERKINS and exchanges.

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**LEYLAND,**

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All types of bodies built to your requirements. Part-exchanges and terms arranged.

**COX'S MOTORS (HILL TOP), LTD.**

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**PASSENGER VEHICLES FOR SALE AND WANTED**

**USED PASSENGER VEHICLES**

**A.E.C.**

**A.E.C.**, 1948, 9.6, pre-selector, 33-seater Plaxton 1962, in very good condition throughout. £500. A. Green (Coaches), Ltd., 211a Hoe St., London, E.17. Phone, Coppermill 1138. 797-4212

**A.E.C.**, 1946 7.7, two 32-seater coaches, certificates of fitness 1960, bargain, £250 o.n.o. Box CM961, care of "The Commercial Motor," 797-7113

**A.E.C.**, front 37-seater on 17-ft. 6-in. chassis, two Clayton floor heaters, two Weathershield roof panels, certificate of fitness 1960, immaculate condition. Comfy-Lux, Martock 2181. 796-428

**A.E.C. Wanted**

**WANTED**, 1947 to 1949 A.E.C. 7.7, 35 seats, Duplex body. Full details condition and certificate of fitness. Marchant, 433 High St., Cheltenham 2714. 796-44

**AUSTIN**

**1950**, November, **AUSTIN** 14-seater coach, certificate of fitness 1960, engine reconditioned, fitted Michelin X tyres, £325. Sworder, Walkern Garage, Stevenage. Walkers 238. 796-3721

**BEDFORD**

**1956** BEDFORD Burlingham 36-seater, radio and heaters, exterior maroon and cream, interior red, excellent condition, certificate of fitness to 18.7.61, £2,500 o.n.o. West's Coaches, 107 Walpole Rd., London, E.18. Phone, Buckhurst 2429. 796-7087

**1947** BEDFORD Vistas, choice of two from £200, certificate of fitness 1960-61. 796-420

**1947** Bedford 30 seats, certificate of fitness 1961. 796-420

**1951** Vegas, 33 seats, radio, heater, courier, immaculate, new tyres, certificate of fitness 1961, choice of two, £1,350 H.P. arranged. 796-7099

**DIAMOND COACHES**, Gardena Avenue, Luton. Phone 6481, or 52166 week-ends by appointment. 796-7099

**1956** BEDFORD Duplex 41-seater Super Vega, fitted radio, intercom, and twin heaters, choice of two. Currie Coaches, 248 Broadway, Bexleyheath 1132. 796-95

**1957** BEDFORD Duplex 41-seater Super Vega luxury coach, exterior cream with blue, seating trimmed in autumn-tint moquette; this coach has only been used for high-class private hire, clocked 36,000 miles, and is in immaculate condition throughout, a good example of this popular luxury coach, £2,750. Full hire-purchase facilities available to purchaser and approved guarantee.

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NEWCASTLE.

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**1946** And 1949 BEDFORD Vistas and a 1951 Bedford Vega, all with certificates. Phone, Maryland 5833. 796-117

**BEDFORD** 1949 MK. IV 30-seater service bus, certificate of fitness, new tyres, plus large quantity spares. Inspection and offers invited. Alderson, Ltd., Infield Garage, Seale, Yorks. Phone 2168. 796-59

**1954** BEDFORD 36-seater Yeates Riviera, 7 ft. 6 in. wide, lift-up roof panels, glass roof quarters, offset tubular racks, Perspex front and rear doors, heater, speech-amplification equipment, Mark IV seating, used on excursions and tours only, certificate of fitness January, 1964, price £2,250.

**1951**, March, BEDFORD Duplex 29-seater, glass roof quarters, speech-amplification equipment, used on excursions and tours only, certificate of fitness February, 1961, price £850.

**LAKELAND COACHES, LTD.**, Keswick. Phone 534. 796-51

**£450** Only. 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960. Terms and exchanges. Wilde and Bennett, Ltd., 75 Station Rd., Hadfield, Manchester. Phone, Glossop 2902-3. After hours 2356. 796-223

**BEDFORD** full-front Plaxton 30-seaters, certificates of fitness 1959 to 1962 from £475. Boughtons, 1-5 Osceva Rd., E.7. Mar 1958. 796-303

**BEDFORD**, 1947, Plaxton full front, 30 seats, used on 1962, good condition, heater, Fenwick, Old Bolingbroke, Spilsby, Lincs. East Kirkby 212. 796-4443

**Used Passenger Vehicles (contd.)**

**1954** BEDFORD Duplex Vega, 38 seats, reconditioned modified Perkins R6 engine, heaters, amber lift-up roof vents, autumn tint interior, Formica side panels, cream exterior, vacuum-operated entrance door, certificate of fitness 1964, £2,150. Hire-purchase terms. Moreton's Motors (Ford Dealers), 166-168 Plumstead Common Rd., S.E.18. Woolwich 8313 (four lines). 796-417

**1955** BEDFORD, petrol, Burlingham Seagull, 36 seats (two), £2,400 each. Bailey, Fangfoss, York. Phone, Bishop Wilton 235. 796-4420

**1953** Bedford 39-seater BEDFORD Super Vega, certificate of fitness 1963, fitted with heater and radio, immaculate condition inside and out, taxed year, £2,000 or near offer. Thomas Motor Tours, Ltd., Newark 550. 798-4424

**BEDFORD**, June 1955, 11-seater coach, one careful owner, certificate till 1960, body by Spurling, must be seen, £595. Contact Mrs. E. Hals, 7 Manor Rd., Wales, near Sheffield. Phone, Kiveton 476. 796-377

**1954** BEDFORD Duplex Super Vega, 36-seater, heater, radio, microphone, excellent condition, certificate of fitness, 1963, £2,000. Elgar 3992. 796-399

**1954** BEDFORD, 36-seater, radio, heater, microphone, certificate of fitness 1959, £1,750. Elgar 3992. 796-460

**Bedford Wanted**

**WANTED**, Two 36-seater BEDFORD Vegas, Box CM963, care of "The Commercial Motor," 798-7111

**WANTED**, two BEDFORD Duplex 41-seater coaches. Harling, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. 797-4443

**COMMER**

**HILLS**, 1957 COMMER TS3, 41-seater Duplex, heaters, blue exterior, autumn tint moquette, Formica side panels, certificate of fitness 1964, immaculate, choice of three. 796-84

**HILLS GARAGES**, Port St., Manchester. Central 4311. 796-84

**DAIMLER**

**DAIMLER**, 1944, low-bridge double-decker, fitted with 7.7 A.E.C. engine, certificate of fitness October, 1961. Apply Greenfields Bus Service, Main St., Salisbury. By Motherwell. Phone, Salisbury 204. 796-317

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**LEYLAND** Tiger, 1948, diesel, certificate of fitness, 32-seater, ready for work, £100. Trundleys Road Service Station, Ber 1895. 796-94

**1951** LEYLAND Royal Tiger 41-seater Bellhouse-Martwell luxury coach, radio, heater, excellent condition, two years' certificate of fitness. Baker's Garage, Wakefield Rd., Featherstone, Yorks. Featherstone 276. 798-7109

**1951** Royal Tiger 39-seater, Burlingham, lift-up roof, radio and heater, immaculate condition, certificate of fitness 1961. Warburton Bros. (Bury), Ltd., Tottington, near Bury. Phone, Tottington 62. 796-4439

**THORNCROFT**

**TWO THORNCROFT** diesel coaches, full-fronted 33-seaters, certificate of fitness 1963, in good mechanical condition and good coachwork, 1948 and modernized 1953, colour cream, £375 each. Walkers Garages, Birchington, Kent. Thanet 41366. 796-7085

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**JACK DEACON,**

DEACON'S GARAGE,

DORCHESTER, OXON.

Phone, Clifton Hampden 217.

**TWO** 1949 and 1950 luxury coaches, A.E.C. 7.7 engines, Duplex bodies, from £375

**TWO** 9.6 A.E.C. diesel buses, Dunlopillo upholstery, bodies by Willowbrook, immaculate condition. All the above certified.

**TWO** A.E.C. 39-seaters, £175.

**ONE** 1949 MAUDSLAY coach, £350.

**NUMBER** of A.E.C. double-deckers, 1946, very good order, from £250.

**CHOICE** of five 1946 BRISTOL single-deck buses, 5-cylinder Gardner engines, 5-speed gearboxes, from £175. 796-33

**Used Passenger Vehicles (contd.)**

**ALEXANDER AND TATHAM, LTD.**

**1948** LEYLAND P51 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.

**1948** P51 30-seater saloons, M.C.W. all-metal bodies, in excellent mechanical and body condition, certificates of fitness 1960-61, price £495.

**1948** P51 34-seater saloons, Metro-Cammell Weymann all-metal bodies, in excellent mechanical and body condition, certificates of fitness until June-September, 1960, choice of 10, £425.

**1948** GUY double-deck buses, Northern Counties coachwork, in excellent condition, certificates of fitness until 1961, £375.

**1949** ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £100.

**1947** GUY 32-33-seater coaches, SLW engines, certified 1960, choice of five, £325-£450.

**1946** 1941 GUY low-bridge double-decker 54-seater, SLW Gardner, certificate of fitness 1960, choice of six, £325-£475.

**BRISTOL** 32-seater bus, low radiator, 5-speed box, certified, £275.

**1939** LEYLAND, choice of several, fitted 35- and 39-seater Alexander all-metal semi-coach bodies, re-seated recently, fitted with 7.4 P51-type diesel engine or 7.7 A.E.C. engine, in excellent condition and with certificates of fitness up to 1960, price £275 each.

**HIRE-PURCHASE FACILITIES. PART-EXCHANGES.**

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**1958** ALBION Victor Duplex 35-seater luxury coach.

**1955** BEDFORD Duplex 36-seater luxury coach.

**1954** LEYLAND Tiger Cub 41-seater full luxury coach, certified to 1963, choice of four.

**1951** LEYLAND Royal Tiger Burlingham Seagull 37-seater.

**1950**, July, COMMER Avenor 14-seater full luxury coach, radio and heater, certificate of fitness June, 1959.

**1949**, Duplex luxury seating coach bodies for 17-41, 6-in. wheelbase, bodies only.

**1949**, September, LEYLAND P51 Burlingham 33-seater luxury.

**1947** LEYLAND PDI chassis, 7.4-litre diesel engine, fitted Brush 51-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

**1947** A.E.C. 7.7 Duplex 35-seater bus, very fine order, certificates of fitness to 1959-61.

**1947** LEYLAND PDI Roe 51-seater high-bridge double-deck bus, certificate of fitness 1961.

**1947**, November, LEYLAND P51 Plaxton or Burlingham 33-seaters, certificate of fitness 1960-62.

**1946** LEYLAND P51 service buses, 32-seater Roe bodies, certified to 1959, choice of four.

**1945** GUY SLW Roe low-bridge 55-seater double-deck bus, good order.

**OVER** 100 high- and low-bridge-type double-deck buses, from £100 each, also a number of Leyland 36-seater buses, 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

**FOR EXPORT OR DISMANTLING ONLY.**

**A** Number of LEYLAND T58 chassis with 7.4 diesel power units and fitted with 1949 Duplex high-back seating coachwork.

**N.B.** See Auctioneers advertisement.

**MILLBURN MOTORS (PRESTON), LTD.**

WALMER BRIDGE, LONGTON, PRESTON.

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**Used Passenger Vehicles (contd.)**

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**250**  
SELECTED BUSES AND COACHES  
ACTUALLY IN STOCK AND AVAILABLE FOR  
IMMEDIATE INSPECTION AND TEST.

SPECIAL H.P. TERMS.  
SUPER GUY SUPER  
DOUBLE-DECKERS. DOUBLE-DECKERS.  
6LW GARDNERS.

**1949-47** GUY high-bridge 56-seater double-decker buses, fitted 6LW Gardner engines and Eastern Coachworks bodies, half-sliding windows, in super mechanical and body condition, certificates of fitness to December, 1959, and December, 1961, price £425-£475.  
**1939-38** BRISTOL K-type 35-seater high-bridge double-deckers, choice of 12, with 1947-48 Eastern Coachworks bodies, reated this year, fitted 5LW Gardner engines, in super mechanical and body and paint condition, certificates of fitness to 1960-59, price £225-£250.

**COACHES**

FOR THE SMALL OPERATOR.  
PART-EXCHANGES.

**1951-52** A.E.C. fully fronted Beadle, choice of 16 39-seater coaches, in immaculate body and chassis condition, certificates of fitness 1961-62, price £1,000-£1,050.

**1949-48** BEDFORDS, choice of two, 29-seater Duplex full-luxury bodies, re-engineered and reated this year, in super mechanical and body condition, certificates of fitness to 1962, price £295 each.

**1948** LEYLAND P51 34-seater saloons, choice of 16, brush all-metal bodies, in super mechanical and body condition, certificates of fitness to 1960-62, price £495-£525.

**1947-48** LEYLAND P51 56-seater high-bridge double-deckers, bodies by Charles Row, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £550-£575.

**1948** BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. diesel units, 5-speed boxes, in excellent mechanical and body condition, certificates of fitness to 1960, price £320 each.

**1950** GUYS, choice of two, fitted 33-seater Duplex luxury bodies with full-luxury high-backed leather and moquette seating, with 10-litre Meadows 6-cylinder diesel engines, in excellent mechanical and body condition, certificates of fitness to 1959-60, price £295.

**1939-38** BRISTOLS, choice of 15, with 1948 Eastern Coachworks 35-seater saloon bodies, half-sliding windows, sliding entrance door, fitted 5LW Gardner engines, 5-speed boxes, in super mechanical and body condition, certificates of fitness to 1960, just into stock, price £250 each.

**1947** DENNIS, choice of two, fitted 35-33-seater Duplex and Plaxton coach bodies with high-backed leather and moquette seating, 8-cylinder Mark III Dennis diesel engine, in excellent mechanical and body condition, certificates of fitness to October, 1959, price £375 each.

**1946** MAUDSLAY, fitted with 35-seater luxury moquette full-luxury seating, A.E.C. 7.7 diesel engine, in excellent mechanical and body condition, certificate of fitness to December, 1960, price £295.

**1949** BEDFORDS, choice of two, fitted with 29-seater Duplex coach bodies, full-luxury leather and moquette Dunlopil's seating, in excellent mechanical and body condition, certificates of fitness to 1961, price £280.

**LEYLAND T58** 35-seater saloon, fitted with 1951 L. Burlingham all-metal body, Dunlopil's seating, Leyland P51 7.4-litre low-mileage diesel engine, in excellent mechanical and body condition, certificate of fitness to 1960, price £300.

**1939** LEYLANDS, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, 8-cylinder Mark III P51-type diesel engine, in excellent mechanical and body condition, certificates of fitness to 1960, price £325 each.

**1940-39** BRISTOL L-type 35-seater saloons, fitted 5LW Gardner diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

**1940-39** LEYLANDS, choice of 25 high- and low-bridge double-deckers, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1959, will recertify at a very little expense, to clear £150-£175 each.

**DENNIS**, choice of 25 low-bridge double-deckers, fitted 1948-49 Park Royal bodies, 5LW Gardner diesel engines, 5-speed gearboxes, in excellent mechanical and body condition, certificates of fitness expire 1959-60, several with tickets nearly expired, will all recertify, price to clear £175-£200 each.

**LEYLANDS, A.E.C.** Bristol, etc., over 50 high- and low-bridge double-deckers, just come into stock, 1948 bodies, Leyland Metcam, etc., varying certificates of fitness, to clear £150-£175 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.  
ALL the above vehicles carry our three months' guarantee.

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LONDON ROAD,  
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ON THE A45.

**IMPERIAL MOTORWAYS (BHAM), L. TD.**  
174 WORCESTER ROAD,  
BROMSGROVE.

Phone 3244.

**1958** BEDFORD Aristocrat, Kenex body, 12-seater, £275.

**1949** MAUDSLAY Duplex, A.E.C. 7.7 engine, 33-seater, full fronted, certificate of fitness 1960, £200.

**1949** CROSSLEY 35-seater, half-cab, certificate of fitness to 1960, £250.

**1949** GUY 33-seater, fitted Meadows engine, £150, £152.

**Used Passenger Vehicles (contd.)**

**BARNARD AND BARNARD, L. TD.**

**1956** BEDFORD, Birmingham Seagull 41-seater full-luxury body, fitted with radio, speech amplifier, heater and many other extras, in excellent condition throughout, certificate of fitness 1961.

**1956** COMMER T53 41-seater full-luxury Duplex body, fitted with heater, lift-up roof lights, in good condition throughout, certificate of fitness 1961.

**1955** COMMER T53 41-seater full-luxury Duplex body, fitted with heater, lift-up roof lights, good tyres, in excellent condition throughout, certificate of fitness 1961.

**1955** BEDFORD Duplex service bus, fitted with R6 oil engine, 40-seater leather seats, good tyres, in good clean condition throughout, certificate of fitness 1960; choice of two.

**1954** BEDFORD Super Vega, fitted R6 oil engine, 36-seater full-luxury Duplex body, good tyres, in good clean condition throughout, certificate of fitness 1959.

**1954** BEDFORD, Burlington Seagull 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959; choice of two.

**1953** BEDFORD Super Vega 36-seater, full luxury touring coach, fitted with full-luxury Chapman reclining seats, radio and heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1963.

**1952** Gurney Nutting body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1962.

**1952** TILLING-STEVENS, fitted with 4-cylinder oil engine, 37-seater full-luxury Duplex body, heater and radio, in good clean condition throughout, certificate of fitness 1962.

**1952** BEDFORD Countryman, 24-seater full-luxury Duplex body, in good clean condition throughout, certificate of fitness 1962.

**1952** GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in good clean condition throughout, certificate of fitness 1961.

**1952** LEYLAND Royal Tiger, fitted with air brakes, 39-seater full-luxury Yeates body, radio, heater, intercom, good clean condition throughout, certificate of fitness 1962.

**1952** LEYLAND Royal Tiger, fitted air brakes, 41-seater full-luxury Burlingham body, heater, good tyres throughout, in excellent condition, certificate of fitness 1963.

**1951** BEDFORD Vega, 33-seater full-luxury Duplex body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962.

**1951** BEDFORD Vega, fitted with a Perkins P6 oil engine, full-luxury Duplex body, 29 high-backed seats, in good clean condition throughout, certificate of fitness 1961.

**1951** BEDFORD Vega, 33-seater full-luxury Duplex body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.

**1951** LEYLAND P52, full front, fitted 37-seater full-luxury Allweather body, Perspex quarters, two heaters, certificate of fitness 1961.

**1950** COMMER Avenger 33-seater, Plaxton, good tyres, finished in blue, certificate of fitness 1960.

**1950** A.E.C. 9.6, 36-seater, full-front half-decker luxury Whitton body, 31-seater, one owner since new, good clean condition throughout.

**1950** BEDFORD 36-seater, full-luxury Duplex body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.

**1950** FODEN 2-axle, 39-seater, full-luxury Bell-house Harwell body, fitted with heater and radio, in good clean condition throughout, certificate of fitness 1960.

**1949** EYLAND F51, full-front 35-seater, full-luxury Duplex body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.

**1948** BEDFORD Vista, 29-seater Duplex body, Dunlopil's seats, in good clean condition throughout, certificate of fitness 1960; choice of three.

**1948** FODEN 6LW Gardner engine, 33-seater, full-luxury Plaxton body, fitted with heater, in good clean condition throughout, certificate of fitness 1963.

WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

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HARVESTER HOUSE,  
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**1959** BEDFORD Duplex 30-seater bus, 300 cu. in. diesel engine, finished in red and grey, fitted heater, etc., ex-demonstration model, immediate delivery, certificate of fitness 1960.

**1955** (Model) BEDFORD Duplex 36-seater coach, radio, heater, petrol engine, finished in red and cream, certificate of fitness October, 1959.

**1953** BEDFORD Burlington 36-seater coach, radio, heater, petrol engine, finished in blue and red, certificate of fitness April, 1961.

**1951** FODEN Whitton 41-seater coach, heater, diesel engine, finished in cream, certificate of fitness May 1961.

**1951** BEDFORD Metalcraft 33-seater coach, heater, petrol engine, finished in green.

**1949** BEDFORD Duplex 29-seater coach, heater, petrol engine, choice of two, certificate of fitness.

**1949** MAUDSLAY Whitson 33-seater coach, heater, petrol engine, finished in black and white, certificate of fitness June 1959.

**MONMOUTH DEPOT.**

**1948** DAIMLER Duplex 33-seater coach, heater, diesel engine, finished in cream, certificate of fitness August, 1960.

**1949** A.E.C. Burlingham 33-seater coach, heater, diesel engine, finished in blue, certificate of fitness July, 1959.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.

**REDBROOK, MONMOUTH.**

PHONE 336 AND 7.

**Used Passenger Vehicles (contd.)**

**E. J. BAKER AND CO. (DORKING), L. TD.**

THE COACH SPECIALISTS OF THE SOUTH.  
COACH SHOWROOMS AND SERVICE STATION,  
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WE CAN GIVE AN EARLY DELIVERY OF 1959 PETROL AND DIESEL MODELS, FITTED DUPLX, BURLINGHAM AND PLAXTON BODIES.

NOW AVAILABLE FOR DEMONSTRATION.

ENQUIRIES WELCOMED.

**1956** BEDFORD Burlington 41-seater, radio, intercom, Formica sides, cream-blue exterior, immaculate vehicle, one owner only, £2,700.

**1954** BEDFORD Duplex 38-seater, fitted radio and heater, Formica sides, autumn interior, blue-cream exterior, £2,200 o.n.o.

**1953** BEDFORD Duplex 37-seater, red interior, cream-green exterior, certificate of fitness 1961, £1,850.

**1952** BEDFORD Duplex 33-seater, heater, blue interior, 7 ft. 6 in. wide, one owner only, certificate of fitness 1961, £1,600.

**1952** (Registered) LEYLAND P51, fitted 35-seater full-fronted Beadle body, good tyres, brown-cream exterior, certificate of fitness October, 1961, £750.

**1952** DENNIS Falcon Burlingham 33-seater, Seagull body, blue interior, cream-blue exterior, heater, Easton 2-speed axle, certificate of fitness 1962, could be made 35-seater, £40 extra, £1,250.

**1952** SEDDON fitted R6 Mk. II engine, 41-seater Duplex body, red interior, certificate of fitness 1959, £2,450.

**1951** BEDFORD Duplex 33-seater, heater, red interior, certificate of fitness 1961, £1,350.

**1951** LEYLAND Royal Tiger, fitted air brakes, Plaxton 41-seater body, green interior, heater, certificate of fitness 1961, £2,000.

**1951** A.E.C. Mk. IV Plaxton 39-seater, autumn tint interior, tubular heater, certificate of fitness November 12, 1960, £2,000.

**1950** BEDFORD Vistas, red moquette, cream-red exterior, clean vehicles, choice of two, from £675.

**1949** SEDDON P6 diesel, 31-seater luxury coaches, certificate of fitness 1959, choice of two, from £250.

**1948** DENNIS Lancel III, Duplex, red interior, high-back seats, 33-35 seats, choice of two, certificates of fitness 1960-1961, from £350.

**1948** MAUDSLAY's fitted 33-seater bodies, good runners, from £250.

**1946** BEDFORD Vistas, 29-seaters, good runners, choice of several from £150.

WE always have a good selection of vehicles suitable for travelling shops and workmen, we invite your enquiries.

HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed. 796-74

**CHARLES COPPOCK, L. TD.**  
SERVICE BUSES.

THE GARAGE.  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

Each, 1946 GUY Arabs, SLW; choice of five.

Each, 1946 A.E.C. 7.7 M.C.W.; choice of four.

**SINGLE-DECK VEHICLES.**

**1951** A.E.C. full-fronted Beadle, powered 7.7-litre oil engines, 39 seats, certificates of fitness 1961, choice of several, prices £900 to £950.

**£275.** BEDFORD Vista, 29 seats, first registered 1947, renovated by Thurgoods of Ware, interior conditioned as new in blue-fabric moquette, certificate of fitness June, 1961.

**£140.** 1949 BEDFORD coach, 29 seats in maroon and grey leather, certificate of fitness April, 1959.

**£300.** Full-fronted Beadle buses of all-metal construction, powered by 6-cylinder oil engines and Morris chassis parts. These vehicles are in beautiful condition and are of lightweight construction; choice of two.

**£225.** LEYLAND, powered by an 8.6 diesel engine, Harrington coachwork, 31 exceptionally large luxury seats, specially constructed for long-distance luxury travel, certificate of fitness September, 1960.

**1964** P51 34-seater buses, coachwork by Northern Coach Builders, front entrance, seating in blue moquette and leather, heaters, exterior colour blue. These vehicles are in spotless condition; choice of five. Available within one month, can be viewed by appointment. Price, £525 each.

WE specialize in the supplying of used spares. See our advertisement under Spares Unclassified.

**PHONE, SALE 5633.**  
GRAMS, "BUSUNITS." 796-109

**1954** LEYLAND Cub, fitted Strachan, 41-seater luxury bodies, power-operated sliding doors, lift-up roof lights, large luggage lockers, certificate of fitness to November and December, 1963; choice of four.

**1949** A.E.C. Mark III, fitted Duplex, 33-seater luxury bodies, certificate of fitness to March, 1965, due for recertification; choice of two.

**1948** A.E.C. Mark III fitted Burlingham 33-seater luxury body, certificate of fitness to April, 1962, half cab.

**1947** LEYLAND P.S.I. fitted Burlingham 33-seater luxury bodies, rebuilt throughout in 1955 with full-front bodies, certificate of fitness to February and March, 1961; choice of two.

**1947** LEYLAND P.S.I. fitted Burlingham 33-seater luxury bodies, rebuilt throughout in 1955, complete with full-front bodies, certificate of fitness to April and June, 1960; choice of four.

**1950** DAIMLER CDV6 fitted Burlingham 33-seater luxury bodies, certificate of fitness to January, March and April, 1960; choice of four, half cabs.

**1950** DAIMLER CDV6 fitted Burlingham 33-seater luxury bodies, certificate of fitness to January, March and April, 1960; choice of four, half cabs.

ALL the above coaches are in excellent condition throughout and can be inspected and tested at any time.

APPLY: Red House Garage, Victoria Road East, Hebburn Tyne, Phone, Hebburn 332145, (After 6 p.m. phone St. Hilda, South Shields 4669.) 796-7103

Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO. LTD.**  
LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NR. LEEDS.  
Phone, Dudley Hill 1144-9.

**BRITAIN'S LARGEST STOCKISTS  
OF  
PASSENGER VEHICLES.**

OFFERS FOR JANUARY DELIVERY:—  
A.E.C. RELIANCE, LEYLAND CUBS, BEDFORD  
PETROL/OIL OR COMMER TWO-STROKE,  
FITTED WITH PLAXTON, BURLINGHAM OR  
DUPLÉ BODIES.

**NEW VEHICLES.**

**A.E.C.** 7.7, 30-ft. chassis fitted with 39-seater High-way body, new and unregistered service bus.  
**A.E.C.** 7.7, fitted with 37-seater Plaxton full luxury body, new and unregistered, red interior, heaters, in primer.

**SECOND-HAND VEHICLES.**

**1958** BEDFORD, petrol, 41-seater Plaxton, red interior, choice of two.  
**1957** BEDFORD, petrol, 41-seater Plaxton, red interior, choice of two.  
**1955** BEDFORD 38-seater Duplex, red interior, exterior cream and red, immaculate condition.  
**1955** A.E.C. Reliance 41-seater, front entrance, automatic lubrication, many extras, choice of two.  
**1953** BEDFORD 35-seater Duplex, choice of two.  
**1952** BEDFORD Vega 35-seater Duplex, very clean machine, choice of two.  
**1951** BEDFORD 31-seater Mann Egerton full front.  
**1949** 50 A.E.C. 9.6, fitted with Plaxton and Bellhouse Hartwell full fronts, choice of six.  
**1949** BEDFORD, 29 high-back seats, immaculate condition.  
**1947** LEYLAND PSI, fitted 1951 Duplex Ambassador body, 33-seater.  
**1956** BEDFORD Plaxton 41-seater full luxury coach.  
**1954** BEDFORD Plaxton 35-seater, fitted with R6 engine, immaculate.  
**1950** LEYLAND Royal Tiger 43-seater Bellhouse Hartwell body, cheap to clear.  
**1951** COMMER Avenger, fitted with 33-seater Plaxton Envoy body.  
**1951** AUSTIN, fitted with 32-seater Plaxton Envoy.  
**1949** BEDFORD Duplex, fitted with 29 high-backed seats, choice of three.  
**1949** COMMER 33-seater, just been certified, full luxury, choice of two, £650 each.  
**CHOICE** of 30 half cab and full front A.E.C., Leyland, Guy, Crossley, all carrying good certificates of fitness, prices from £250 each.  
**A** Number of 1947-48 BEDFORD Duplex and Plaxton from £500 each.  
**CHOICE** of 30 full fronts and half cabs from 1947 to 1950, all carrying good certificates of fitness.

ENGINES AND SPARES FOR ALL TYPES OF PASSENGER VEHICLES.

**SPECIAL HIRE-PURCHASE TERMS  
AND  
PART-EXCHANGES.**

NIGHT PHONE, MIRFIELD 3183, 2160.  
WALES: R. COWDELL, NEWPORT 59866.

796-439

**LES GLEAVE, LTD.,**

FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226.

**NEW** coaches available on Bedford, Commer, Ford, Abdon and Leyland chassis, with bodies by Burling-  
**B** ham, Duplex or Plaxton.  
**1954** BEDFORD Super Vega, petrol engine, body by Duplex, 41 seats, red moquette, first registered 1956-7, choice of eight.  
**1954** LEYLAND Tiger Cub, underfloor engine, Eaton 2-speed axle, body by Burlingham or Seagull, front entrance, 41 seats, red moquette, choice of seven, first registered 1956 certificate of fitness 1962.  
**1954** BEDFORD Super Vega, petrol engine, body by Duplex, 41 seats, red moquette, choice of two, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.  
**1954** BEDFORD S.B. full front, petrol engine, body by B. Brush, 33-seater, red, cream, one only, first registered 1951, certificate of fitness 1960.  
**1954** BEDFORD OB full front, petrol engine, body by Duplex, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1963.  
**1954** COMMER Avenger, underfloor petrol engine, body by Harrington, 33-seater, red moquette, one only, first registered 1949, certificate of fitness 1962.  
**1954** CROSSLEY half-cab, diesel engine, body Trans United, 31 seats, green, grey moquette, one only, first registered 1948.  
**1954** BEDFORD Vista, petrol engine, body by Duplex, 25 luxury type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.  
**1954** LEYLAND PSI full front, diesel engine, body by Plaxton, 35 seats, red moquette, first registered 1948, certificate of fitness 1963.  
**1954** LEYLAND PS2 full front, diesel engine, body by Santos, 35 seats, red moquette, first registered 1950.  
**1954** BEDFORD Vista, petrol engine, body by Duplex, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.  
**1954** MORRIS-COMMERIAL full front, diesel engine, body by Wadhwa, 41 seats, blue moquette.  
**1955** COMMER TS3, quarter lights, heater.

**WE** are now taking orders for the coming season. Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

**LES GLEAVE, LTD.,**

FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226.

796-443

Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO. LTD.**  
LONDON'S LEADING PASSENGER AND  
COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDER'S END, ENFIELD, MIDDX.  
HOWARD 1266, PBX.

**EARLY** delivery of new BEDFORD petrol-engine chassis, 1959 model, Duplex 41-seater Super Vega coaches, finished to instructions, demonstrations available.  
**NEW** BEDFORD petrol-engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.  
**NEW** BEDFORD petrol-engine chassis, 1959 model, Harrington 41-seater coachwork, finished to instructions.  
**NEW** A.E.C. Reliance, 41-43-seater Duplex Britannia 2 coachwork, centre or front entrance, vacuum brakes, finished to instructions.

**1957** BEDFORD, petrol, 41-seater Duplex Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.  
**1955** LEYLAND Comet 90, mounted with 36-seater Duplex Super Vega coachwork, lift-up roof venia, red moquette, finished maroon and cream, certificate of fitness 1960.

**1955** BEDFORD, mounted with 38-seater Duplex Super Vega coachwork, blue moquette, finished light and dark blue, certificate of fitness December, 1959.

**1953** BEDFORD, 35-seater Duplex Vega, upholstered in red moquette, finished in light and dark blue, certificate of fitness 1962.

**1952** BEDFORD petrol engine, mounted with Duplex full-luxury 38-seater 8-ft. wide coachwork upholstered in red moquette finished grey and red certificate of fitness 1962-63, choice of four, these coaches are in immaculate condition.

**1952** BEDFORD, petrol, 33-seater Duplex Vega coachwork, Formica side panels, upholstered in green moquette, 7 ft. 6 in. wide, finished maroon and cream, choice of six, certificate of fitness 1962, ex. well-known fleet operator, in immaculate condition.

**1952** BEDFORD, petrol, 33-seater Plaxton coachwork, upholstered in blue moquette, heater fitted cream and blue, certificate of fitness 1962.

**1951** 52 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62, choice of four, one cream and green, three red and cream.

**1950** LEYLAND PS2 33-seater Burlingham coachwork, half-cab, red moquette, heater fitted, finished cream and maroon, certificate of fitness 1960, very clean.

**1949** BEDFORD 29-seater Duplex Vista, upholstered in green, Formica side panels, finished cream and green, certificate of fitness 1959, choice of two, both coaches in immaculate condition.

**1948** DAIMLER CDV6, oil engine chassis, mounted with Duplex 35-seater coachwork, heater fitted upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition, choice of two.

**1947** A.E.C. Regal, 7.7 engine, 35-seater Duplex coachwork, certificate of fitness 1960.

**1947** LEYLAND T54-67, oil engine chassis, full floating axle, fitted with new Duplex bodies in 1947, 33-seaters upholstered in red moquette, certificate of fitness 1960-61, choice of six. These vehicles have been completely modernized.

**CHOICE** of several 1946-7-8 BEDFORD 27-29-seater Duplex Viasa coaches, 29-33-seaters, Commer Commando and Avenger 33-35-seaters, certificates of fitness, cheap to clear.

**PART-EXCHANGE AND HIRE-PURCHASE**  
**ARRANGED BY OUR DEPOTS AT:—**

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Phone, Sudbury 2301.

796-482

**COACHES AND COMPONENTS, LTD.,**

469-475 HOLLOWAY ROAD, LONDON, N.7.

**1959** NEW BEDFORD petrol-engined Duplex 41-seater Super Vega, 8 ft. wide, delivery end of January.

**1955** March, BEDFORD 38-seater diesel-engined Super Vega, red moquette, exterior dark green-grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.

**1952** January, BEDFORD 37-seater Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.

**1950** BEDFORD 29-seater Viasa, full certificates of fitness 1959-60, choice of two.

**1950** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duplex, sliding roof, Clayton heater, new tyres, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

**1950** July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

**1950** August, BEDFORD 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.

**1949** May, CROSSLEY, 31-seater Duplex body, red upholstery, exterior red-cream, certificate of fitness to May, 1959.

**1949** June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

**1949** July, AUSTIN 29-seater Whitson, autumn tint moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.

**1949** MAUDSLAY, 33-seater Gurney-Nutting body, grey, Ford moquette, exterior grey-green, certificate of fitness November, 1959.

**1949** November, DENNIS 35-seater Duplex, blue moquette, exterior blue, certificate of fitness to November, 1959.

**1948** May, DENNIS Lancet III 33-seater Duplex luxury, sliding roof, high-back seats, red-fawn moquette exterior cream-blue, heater, certificate of fitness May, 1949.

**1947** 48 PSI 33-seater Harrington, certificates of fitness 1961-2; choice of seven.

796-490

Used Passenger Vehicles (contd.)

**FRANK COWLEY.**

**200  
BUSES AND COACHES**  
ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

**1951** A.E.C. Mark IV underfloor-engined 39-seater full-luxury coach, immaculate, certified 1961, £1,250.

**1946** 7-8 A.E.C. 34-seater buses powered by 7.7 diesel engines, all in first-class condition throughout, very clean and excellent all-metal bodies, good batteries, etc., £295 each; choice of 20, certified.

**1948** 49 A.E.C. 34-seater buses, in really super condition, powered by 9.6 diesel engines, good batteries and ready to go to work, £340 each; choice of 8, certified.

**1949** BRISTOL 32-seater coaches powered by Gardner 5LW diesel engines and 5-speed gearboxes; these are genuine coaches with full vision and not rebuilt or re-registered, a very lovely fleet of vehicles, £450 each.

**1947** LEYLAND genuine PSI 32-33-seater buses, powered by Leyland PSI engines, in 100% condition throughout, £375 each; choice of 4, certified.

**1950** LEYLAND genuine PS2 33-seater coaches, powered by Leyland 600 diesel, immaculate condition throughout, a very super fleet, £495 each; choice of 10.

**1948** 49 A.E.C. 56-seater double-deckers, powered by A.E.C. 9.6 diesels, all metal bodies, air brakes, good batteries, ready to go to work immediately, £375 each, certified.

**1949** A.E.C. 33-seater coaches, in immaculate condition, fitted with 9.6 engines and air brakes, £395 each, certified.

**1949** GUY 33-seater full-luxury coach, fitted Gardner 5LW engine, Plaxton body, in super condition, £295, certified.

**1949** DENNIS 35-seater coach, fitted Dennis Big 6 diesel, excellent throughout, £295, certified.

**1949** FODEN 35-seater coach, fitted with Gardner 6LW engine, certified and in first-class mechanical condition, £325.

**1947** FODEN 35-seater coaches, fitted with Gardner 6LW engines, in lovely order throughout, choice of 3, certified 1961, £275 each.

**1950** DENNIS 35-seater coach, fitted with Dennis Big 6 engine, certified 1960, £295.

**A.E.C.** Buses powered by 7.7 diesels and fitted with 1950 35-seater bodies; these machines look and run like new vehicles, £295 each; choice of 18, certified.

**LEYLAND** buses powered by Leyland 8.6 diesels and fitted with 1950 35-seater bodies, all in first-class condition, carrying full guarantee at £275 each; choice of 20.

**CROSSLEY** 33-seater coaches powered by Crossley 8.6 diesels, all genuine 1949 machines, with Burlingham bodies, £295 each; choice of 18, certified.

**LEYLAND** 56-seater double-deckers, powered by Leyland 9.6 diesels, all carry full guarantee, £375 each; choice of 23.

**ALSO** 150 single- and double-deckers, all fitted with good batteries and ready to go to work, from £150 each.

**FRANK COWLEY.**

3 BLACKFRIARS ROAD,  
SALFORD, 3.

Phone, Manchester Blackfrs 7577 and Blackfrs 1048, 790-414

**PERCY D. SLEEMAN, LTD.,**  
LONDON COMMERCIAL DEALERS.

**COMMER** Routes diesel Burlingham 41-seater, finished to choice, 14 days' delivery.

**A.E.C.** Reliance Duplex and Burlingham 41-seaters, finished to choice, 14 days' delivery.

**1955** COMMER TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness 1960.

**1955** TS3, Duplex bodies, 39-seater, certificate of fitness 1960.

**1954** BEDFORD Burlingham, 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.

**1953** BEDFORD 35-seater Yeates, trimmed in red, finished cream and red.

**1952** BEDFORD, 27 seats, Gurney-Nutting body, certificate of fitness 1962.

**1952** BEDFORD Duplex, 33 seats, upholstered in red, finished in maroon, certificate of fitness 1962.

**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificates of fitness 1961.

**1951** A.E.C. Mk. IV Burlingham Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificates of fitness 1960.

**1949** COMMER, 30-seater, £150.

**1948** A.E.C. 7.7 35-seater front-entrance Weymann service buses, choice of six, £2150.

**1948** BEDFORD 29-seater Vista from £250.

**1943** 46 DAIMLER 7.7 or Gardner 5LW, choice of several, certificates of fitness from £195.

**1943** 45 GUY, 35 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness, from £195.

**PART-EXCHANGES** and hire-purchase terms to suit individual requirements.

**38 UXBIDGE ROAD.**

EALING, W.S.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1321.

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**1954** BEDFORD Duplex Super Vega, 38-seater, low mileage, very well kept, £2,150.

**1952** BEDFORD Super Vega, 33-seater, quarter lights, magnificent condition.

**1949** FODEN, 5-cylinder Gardner, Duplex, 33-35-seater, new retrim, certificate of fitness 1962, £585.

**1950** September, BEDFORD Spurling 14-seater, crew bus, good tyres and excellent condition.

**1950** BEDFORD Duplex 29-seater Vista, good tyres and excellent condition, high-back seats, £575.

**1950** COMMER, 31-seater Strachan body, beautiful condition.

**1949** COMMER, 29-seater, high-back, excellent condition, £175, or near offer.

**CONWAY HUNT, LTD.** Brox Rd., Ottershaw, Phone, Ottershaw 401.

453



### Used Passenger Vehicles (contd.)

#### SILVER LINE MOTORS.

MOORLANDS,  
WELWYN GARDEN CITY,  
HERTS.  
Phone. W.G. 5494.

PLEASE

PHONE OR WRITE

FOR FULLER DETAILS.

- 1956** BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater, radio, interior fawn plaid, immaculate.
- 1955** BEDFORD Super Vega 41-seater, cream with maroon tint interior, fitted heater, good tyres, low mileage.
- 1954** SEDDON Duple 41-seater, certificate of fitness 1964, immaculate condition, light and dark blue, tubular heaters, radio and microphone, and extra fog lamps and mirrors.
- 1954** A.E.C. Mk. IV 41-seater, Roe bodywork, certificate of fitness 1960, red and maroon with maroon interior, extra clean vehicle, in 100% mechanical condition.
- 1952** BEDFORD Vega 35-seater, excellent mechanical condition, practically new tyres, certificate of fitness 1961, cream and green interior.
- 1951** BEDFORD Vega, cream with maroon interior, certificate of fitness 1961, fitted heater, good condition throughout.
- 1951** MAUDSLAY Mk. III 35-seater, certificate of fitness November, 1960, cream with blue, fitted heater, excellent condition.
- 1950** DENNIS J3 Duple 35-seater, full-front coachwork, cream and green, green interior.
- 1950** DENNIS J3 Duple 35-seater, cream and green with green interior, certificate of fitness May, 1960, sound condition.
- 1949** CROSSLEY 35-seater, certificate of fitness May, 1959, green with green interior, sound motor.
- 1949** DENNIS J3 35-seater, Duple coachwork, certificate of fitness June, 1959, cream and green.
- 1949** BEDFORD Vista 29-seater, cream with brown upholstery, good sound condition throughout.
- 1947** FODEN 33-seater, certificate of fitness May, 1960, cream and blue with fawn interior.
- NEW** unregistered BEDFORD Martin Walter P.S.V. 12-seater, crimson and almond 2-tone with red interior, immediate delivery.

PART-EXCHANGES welcomed, hire-purchase arranged. 796-430

#### DON EVERALL, L.T.D.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

- NOW** taking orders for 1959 BEDFORD 29-41-seater coaches, fitted petrol or diesel engines.
- 1957** COMMER Kooten diesel 41-seater Duple coaches, overriders, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £2,200, now available.
- 1957** BEDFORD petrol 41-seater Duple coach, red painted interior, cream exterior, heaters, etc., £2,850.
- 1955** DAIMLER Freeline 41-seater Duple Elizabethan coach, certified 1960, £2,800.
- 1954** BEDFORD petrol 36-seater Duple coach, tubular racks, heaters, etc., £2,050.
- 1954** BEDFORD petrol 36-seater Duple coach, tubular racks, heaters, etc., £2,050.
- 1953** DAIMLER Freeline 41-seater Metalcraft coach, heaters, etc., certified 1962, £1,900.
- 1952** August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.
- 1951** LEYLAND Royal Tiger 40-seater Bellhouse-Sentinel 6-cylinder diesel 44-seater Beadle service bus, jack-knife door, new tyres all round, immaculate condition, certified 1961, £1,500.
- 1951** GUY 6LW Gardner 40-seater, half-deck coach, certificate of fitness 1960, £700.
- 1949** BEDFORD 27-seater Duple Vista coach, fitted with glass roof quarters, Formica panels, heater, radio, etc., new tyres all round, being recertified, 6675.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

#### HIKE.

- 33-SEATER** half-cab diesel coaches for hire on monthly terms.

PHONE. WOLVERHAMPTON 23212.  
NIGHTS AND WEEK-ENDS, 32347 AND 22293.

#### DON EVERALL, L.T.D.

796-166

#### BIRDS COMMERCIAL MOTORS, L.T.D.

BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.  
Phone 3223-3-4 and 2136. Grams, "Quicksale."

### USED PASSENGER VEHICLES.

- 10** A.E.C. Regent Mark III double-decker buses, year of registration 1948-49, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopila seating, metal bodies, 9.00 by 20 tyres equipment, current certificate of fitness.
- 10** LEYLAND double-decker buses, year of registration 1948-49, fitted with 0.600 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopila seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.

THE above vehicles are as new in every respect.

HIRE-PURCHASE willingly arranged at low deposit.

- TWO** LEYLAND PDI double-decker buses, 56-seaters, all-metal bodies by Leyland, excellent condition.

FURTHER

PARTICULARS AND PRICES

ON APPLICATION.

A54

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### Used Passenger Vehicles (contd.)

#### KIRKBY AND SONS (SALES), L.T.D.

CROSS ROAD GARAGE,  
ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD.

#### DUPLE, PLAXTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES  
FOR EARLY DELIVERY.

- 1956** 41-seater BEDFORD Duple, red pattern interior, maroon and ivory exterior, fitted quarter roof lights, tubular racks, radio and heaters, £2,550.
- 1956** 41-seater BEDFORD Burlingham, red interior, ivory and blue exterior, fitted radio and heaters, £2,550.
- 1955** 36-seater BEDFORD Duple, green interior, green exterior, fitted with every available extra, £2,550.
- 1954** 36-seater BEDFORD Burlingham, red interior, maroon and ivory exterior, fitted radio and heater, £2,000.
- 1953** 36-seater BEDFORD Yeates, blue exterior, fitted quarter roof lights, tubular racks, £2,000.
- 1952** 34-seater and courier BEDFORD Duple, red interior, grey exterior, fitted heaters, £1,650.
- 1952** 35-seater and courier BEDFORD Plaxton, red interior, maroon and ivory exterior, fitted heaters, £1,650.
- 1952** 35-seater BEDFORD, blue interior, very nice condition, £1,300.
- 1951** LEYLAND Royal Tiger, 41-seater Plaxton, £1,650.
- 1948** AUSTIN 29-seater Plaxton, certificate of fitness June, 1962, exceptionally clean, £1,800.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.  
SPECIAL OFFERS OF HALF-CAB COACHES.

### TERMS AND EXCHANGES.

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NIGHT PHONE, KIVETON 220, MANSFIELD 5395.  
DINNINGTON 577. 796-474

#### COMBERHILL GARAGES, L.T.D.

INGS ROAD, WAKEFIELD.

- NEW** 1959 COMMER TS3 diesel 41-seater Plaxton Consort Mark IV completed to own specification.
- NEW** 1959 model BEDFORD (petrol) 41-seater Plaxton Consort, heater, radio, contemporary moquette.
- NEW** 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
- NEW** BEDFORD SB1 (Bedford diesel engine) 41-seater Plaxton Consort Mark IV, finish to detail.
- NEW** A.E.C. Reliance (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.
- 1958** BEDFORD SB1 (petrol) 41-seater Duple Super Vega, 21,000 only, heater, radio.
- 1957** BEDFORD SB1 (petrol engine) 41-seater Duple Super Vega, ivory-black, heater fitted.
- 1955** COMMER TS3 diesel 41-seater Plaxton, amber quarter lights, heater, radio, ivory-black.
- 1953** BEDFORD SB1 (petrol) 33-seater Yeates, heater, radio, cream-brown, certified 1963.
- 1953** LEYLAND P52-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.
- 1951** A.E.C. Regal Mark IV, 9.6 underfloor, 41-seater Yeates, heater, radio, ivory-black.
- 1951** A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingham Seagull, recommissioned engine.
- 1951** ALBION Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue.
- 1950** LEYLAND P51 (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.

### HIRE-PURCHASE FACILITIES.

#### COMBERHILL GARAGES, L.T.D.

Phone, Wakefield 6051-5.

796-434

#### LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

- 1956** 37 BEDFORD Duple and Plaxton 41-seaters, choice of five, from £2,600.
- 1949** BEDFORD 29-seater, fitted high-back seats, red interior, cream exterior, choice of two, from £1,800.
- 1951** BEDFORD Plaxton 33-seater fitted radio, heater, top sliding windows, blue interior, cream and blue exterior, very good tyres, £1,350.
- 1951** COMMER Avenor, Plaxton 33-seater, fitted radio, heater, blue interior, cream and blue exterior very good tyres, £1,000.
- 1948** LEYLAND P51, 33 seats, autumn tint interior, red and cream exterior, good tyres, certificate of fitness late 1960, choice of two, from £275.
- 1950** A.E.C. 9.6 Duple Ambassador, 33 seats, glass quarters, tubular racks, lift-up weather shields, radio, heater, good tyres, used on Continental touring only, certificate of fitness 1960, maroon and grey exterior, red interior, choice of two, £1,000.

### J. W. FIELDSEND, L.T.D.

OFFER THE FOLLOWING

USED COACHES—

- 1957** COMMER TS3 41-seater Plaxton and Duple; choice of several.
- 1958** BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.
- NEW** BEDFORD petrol 41-seater Plaxton; delivery January.
- 1957** BEDFORD petrol 41-seater Duple.
- 1957** BEDFORD petrol 41-seater Plaxton.

TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,

SALFORD, 5.

Phone, Pendleton 5131.

796-404

### Used Passenger Vehicles (contd.)

#### THURGOODS OF WARE.

- 1955** March, AUSTIN (28) luxury coach, glass quarters, tubular racks, heater, speech amplifier, high-back seats, maroon and cream, £1,700.
- 1951** June, DENNIS Falcon (33) full-fronted coach, light and dark red, heaters, courier's seat, good condition, certificate of fitness to 18.8.61, £875.
- 1950** DENNIS full-fronted Duple (33) coach, high-back seats, blue inside and out, heater, good condition, certificate of fitness to 1960, £1,050.
- 1950** BEDFORD Vista (29), red, high-back seats, Formica sides, exterior cream and green, choice of two, from £675.
- 20** SEATER BEDFORD Vista with reclining armchair seats, 1949, with Formica sides and wide rear bumper, green and grey, in good order, £575.
- 30** SEATER FORD Thurgood coach, Dunlopila seating, in green and cream, certificate of fitness to 31.10.60, £375.
- 1948** 47-46 BEDFORD Vista (29), green, red and grey, choice of three, from £325.
- 1948** 50 BEDFORD buses, 28-30, blue, green and red, choice of four, from £275.
- B** BEDFORD driver-operated door seats for Vista and Vega, fitted and supplied.

### 20 DOUBLE-DECKERS.

ALL MAKES AND TYPES.

FROM £100.

PHONE WARE 833-4.

AFTER HOURS 896.

796-437

#### ERRINGTONS OF EVINGTON, L.T.D.

NEW BEDFORD Duple Super Vega 41-seaters.

NEW Thames Harrington 41-seater, finished to requirements, early delivery.

**1954** LEYLAND Royal Tiger Duple Elizabethan 37 luxury seats, quarter lights, tubular racks, Radiomobile and heaters, one owner, £2,800.

**1954** BEDFORD Yeates Riviera 36-seater coach, quarter lights and tubular racks, Radiomobile and heaters, £2,100.

**1950** A.E.C. 9.6 Burlingham full-fronted body, 33-seater, radio and heaters, £1,000.

**1950** LEYLAND P51, Burlingham 33-seater body, £800.

**1949** MAUDSLAY, A.E.C. 7.7 Whitson 33-seater, £800.

**1948** BEDFORD Duple 29-seater, £385.

ALL the above vehicles are in excellent mechanical and body condition throughout.

PART-EXCHANGE. HIRE-PURCHASE.

#### EVINGTON, L. LEICESTER.

Phone 38102-3.

796-436

### SIX 1956 COMMER

TWO-STROKE 41-SEATER FULL-LUXURY COACHES

(THREE DUPLÉ, THREE PLAXTON).

FOUR 1957 A.E.C. RELIANCE.

FITTED WITH 41-SEATER FULL-LUXURY DUPLÉ BODIES.

ONE 1957 LEYLAND TIGER CUB.

FITTED WITH 41-SEATER FULL-LUXURY DUPLÉ BODY.

ONE NEW A.E.C. RELIANCE.

UNREGISTERED, FITTED WITH 41-SEATER FULL-LUXURY BODY BY YEATES (CONSIDERABLE SAVING UNDER LIST PRICE).

FURTHER PARTICULARS AND PRICES ON APPLICATION.

BOX CM897, CARE OF "THE COMMERCIAL MOTOR."

796-136

**1950** BEDFORD Vista, 29 high-back seats, red interior, Formica panels, certificate of fitness August, 1960, immaculate condition, £695, Chiltonian Motors, Hungerford, Berks. Phone, Hungerford 796-7009

**1951** May, LEYLAND Burlingham full-front 35-seater, 8-ft. wide body, radio, heaters, perfect condition, certificate of fitness 1961, £950.

**1949** November, Duple Vista 29-seater, high-backed seats, overhauled December, 1958, certificate of fitness 1959, £750.

**J. J. LONGSTAFF AND SONS, LTD., 2 Shillbank, Mirfield 3136.** 796-503

**A.E.C.** 7.7 33-seater, 1948 body, certificate of fitness, £250.

**DOUBLE-DECK** bus, Gardner engine, certificate of fitness, £150.

**5-Cylinder** Gardner Engine, £100. Phone, Gls 2622.

**1946** PDI LEYLAND, 56 seats, certificate of fitness three years, price £400.

**1952** SLW Gardner 36-seater DAIMLER service bus, certificate of fitness 1962, price £750.

**ANY** vehicle considered for part exchange.

**TIGER COACHES**, Salisbury. Phone, Salisbury 242.

796-283

#### VICTORIA COACHES, L.T.D.

**1957** COMMER TS3 41-seater Plaxton.

**1956** COMMER TS3 41-seater Duple.

**1957** BEDFORD (petrol) 41-seater Duple, price £2,650.

**1953** CROSSLEY 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.

1159 LONDON ROAD,

LEIGH-ON-SEA.

Phone 74456.

796-492

## Used Passenger Vehicles (contd.)

**STOCKLAND GARAGE, LTD.**  
 ERDINGTON, BIRMINGHAM, 23.  
 Phone, Erd 2488.

**NEW** and used P.S.V. vehicles for sale.

**NEW FORD** Kenix 11-seater P.S.V. conversion.

**NEW AUSTIN** A152 Martin Walter conversion. 12 forward seats.

**SED coaches** for sale.

**A.E.C.** 7.7 engine, full-fronted Burlingham body.

**MAUDSLAY**, 7.7 engine, 1948, new Duplex body fitted 1954, 33-seater, £1,700.

**LYLAND** PSL 1948, new Duplex body fitted 1954, 33-seater, £1,700.

**LBION** 29-seater, 6-cylinder petrol engine, four years' certificate of fitness, £325. 796-120

**GARNER COACHES, LTD.**, offer for immediate service—

**MAUDSLAY**, 1949, 33-seater, A.E.C. 7.7 diesel, certificate of fitness, from £500.

**AUSTIN**, 1951, 32-seater, petrol, certificate of fitness, from £650.

**AUSTIN**, 1949, 29-seater, petrol, certificate of fitness, from £285.

**37 SOUTH EALING RD.**, London, W.5. Ealing 9046. 796-1

**TAYLORS (GLOUCESTER), LTD.**  
 MAIN FORD DEALERS.  
 WORCESTER STREET,  
 GLOUCESTER.  
 Phone, Gloucester 22228.

**1956** BEDFORD Super Vega coach, radio, heater, small mileage, cream finish.

**1955** BEDFORD Super Vega coach, blue-red, owner-driven, seasonable work only, beautiful condition.

**1952** A.E.C. Underfloor, Harrington body, radio, heater, dorsal fin, cream.

**ALSO** selection of others, half cabs and full fronted. 798-7106

**CROSSLEY**, 1949, 35-seater, down-draught engine, excellent condition, certificate of fitness July, £275.

**BEDFORD** Vista, 29-seater, 1949, certificate of fitness four years, £450. Both licensed. De Luxe Buses, Ltd. Phone, Atherstone 3267. 796-4441

**1955** BEDFORD Duplex, 8 ft. wide, Vega roof quarters, radio, heaters, autumn upholstery, £2,500.

**1952** CROSSLEY half-decker coach, 48-seater, radio and heater, £950.

**WILL** consider part-exchange for later-model COMMERCIAL TS3 41-seater fitted with all extras. Wesley's Coach Services, Stoke Girdlington, North Bucks. 796-161

**SILVER WINGS COACHES.**  
 BRETTALL LANE,  
 STOURBRIDGE, NEAR BIRMINGHAM.  
 Stourbridge 3047-8.

**1947** GUY Arab, 5-cylinder Gardner, 33-seater Burlingham body, certificate of fitness 1961, £400.

**1948** MAUDSLAY, A.E.C. 7.7, 33-seater Burlingham body, certificate of fitness 1962, £500.

**PART-EXCHANGES**, including cars or vans. 796-142

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### ARTICULATED VEHICLES

**(INCLUDING MECHANICAL HORSES)**

**CARRIMORE** close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.

**WE** have for disposal the following trailers and tankers—

**THREE** 6-ton Carrimore 4-wheeled trailers, vacuum brakes.

**THREE** 6-ton Brockhouse 4-wheeled trailers, vacuum brakes.

**TWO** 1,800-gal. tanks on semi-trailers, Scammell couplings.

**ONE** 2,000-gal. tank on semi-trailer, Scammell couplings.

**TWO** elliptical tanks fitted with angle frame and attachments for use with flat vehicle and trailer, 2,000 and 1,800 gal. respectively. Box CMY59, care of "The Commercial Motor". 796-7088

**NEW BEDFORD** 8- and 10-ton tractor units, normal and forward control.

**1955** SCAMMELL Scarab and trailer, small mileage, first-class condition; demonstration.

**1950** COMMERCIAL-HANDS Q4 petrol tractor, mechanically sound throughout, clean cab.

**1956** FORD 43 tractor and 8-ton 20-ft. Scammell trailer, excellent condition throughout.

**SCAMMELL** tractor, P6 engine, clean and well tired.

**SCAMMELL** Scarab, petrol or diesel, for early delivery.

**ARTICULATED** vehicles our speciality.

**SEE** Trailers.

**INQUIRIES TO—**  
**E. J. BAKER AND CO. (DORKING), LTD.**  
 DORKING 3822, EXT. 19. 796-388

**1947** SEDDON articulated 24-ft. 6-in. Carrimore trailer, reconditioned P6 engine, £350. Collice and Edwards, Ltd., Nottingham. Phone 52213. 796-29

**A** large selection of articulated vehicles always in stock, 2-tonner to 100-tonner, include a wide variety of types. Let us know your requirements. Terms and exchange.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 796-252

## Used Passenger Vehicles (contd.)

**1948** MAUDSLAY 33-seater, certificate of fitness May, 1961, £200.

**1948** BEDFORD 26-seater, certificate of fitness September, 1959, £225. If required.

**H.P.**

**H. SHAW**, Maxey, near Peterborough, Market Deeping 796-145

**1955** A.E.C. Reliance-Plaxton 41-seater, £2,800.

**1956** A.E.C. Reliance-Burlingham, £3,300 (£6,000 for the two).

**1955** BEDFORD Duplex 38-seater, £2,125.

**WANTED**, 1957 BEDFORD.

**CAMPING'S COACHES**, Park Crescent, Brighton 796-267

### Unclassified Wanted

**WANTED** urgently, a number of BEDFORD or similar 33-41-seaters. Wilde and Bennett, Ltd., 75 Station Rd., Hatfield, Manchester. Phone, Glossop 2902-3. After hours 2356. 796-221

**AIRPORT-TYPE** full-front observation coach wanted, good mechanical condition, cheap, for conversion to caravan. Campbell Miller, 85 Northgate, Peebles. 796-4436

**BEDFORD**, 1956-57-58, 41-seaters, and Leyland or A.E.C. 41-seaters, 1954-57-58.

**CONWAY HUNT, LTD.**, Bros. Rd., Ottershaw. Phone, Ottershaw 461. 796-380

## NEW PASSENGER VEHICLES

**A.E.C.**  
**ARLINGTON MOTOR CO. LTD.**  
 HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.  
 Phone, Howard 1266.

**OFFER** EARLY DELIVERY OF RELIANCE 41-43-SEATER DUPLÉ BRITANNIA COACHWORK, CENTRE OR FRONT ENTRANCE, VACUUM BRAKES.

**FINISHED TO INSTRUCTIONS.** 796-483

**BEDFORD**  
**COACHES AND COMPONENTS, LTD.**  
 469-475 HOLLOWAY ROAD, LONDON, N.7.  
 Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1959 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or diesel engines.

**PART-EXCHANGES** and H.P. terms arranged to your satisfaction. 796-0678

**BEDFORD** 29-seater standard Vista petrol, 7 ft. 6 in., heater, first registered December 31, 1958, but unused, full guarantee, painted to choice, upholstered red nylon (changed if required). H.P. arranged. £2,450. City Motors, Botley Rd., Oxford, 48021. 796-247

## Miscellaneous Vehicles (contd.)

**CAPITAL MOTOR CO. LTD.**  
 SCAMMELL DISTRIBUTORS.  
 BEDFORD MAIN DEALERS.

**NEW SCAMMELL** trailers, early delivery.

**NEW SCAMMELL** Scarab for early delivery, either petrol or diesel engine.

**NEW BEDFORD** 10-ton tractor unit, 2-speed axle, early delivery.

**USED SCAMMELL** trailers from 6 tons to 8 tons always available.

**1951** BEDFORD 8-ton tractor unit, £250.

**REMINGTON ST.**, City Rd., N.1. (Near Angel.) Clerkenwell 7456. 796-329

**MORRIS-COMMERCIAL** tractor unit, first registered February, 1953, and equipped with Saurer diesel engines and Hands 8-10-ton straight frame detachable semi-trailer unit with steel platform body 26 ft. long; two complete units available, £350 each or nearest offer.

**ANTHONY HOISTS, LTD.**, Braintree Rd., South Ruislip, Middx. Phone, Ruislip 6011. 796-75

**SIX** Tasker semi-low-loading air. trailers, 825 by 10 tyres, £90 each, Mid-Wilts Farm Services, Ltd., Swingle Ashton, Trowbridge. 797-7105

**1955** Thames 4D tractor unit with 24-ft. and 20-ft. Tasker platform trailers, sale or exchange lone wheelbase platform diesel lorry, comparable value. Phone, Great Missenden 2697. 796-8447

**24 FT.** 10-ton B.T.C. articulated trailers for sale, 4-in-line rear axles, two available. Adam Erwin and Co., 15 King St., Maidstone 55922. 796-391

**BREAKDOWN VEHICLES**

**6 X 6** ex-W.D. A.E.C. petrol/diesel chassis-cabs, winches optional, also ex-W.D. Austin 6 x 4 recovery trucks. Cumey and Stewart, Ltd., Affreton, Derbyshire, Leabrooks 477. 796-844

**CATTLE CONVEYORS AND HORSEBOXES**

**G. C. SMITH (COACHWORKS)**, Long Wharton, Leoborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 796-938

## New Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO. LTD.**  
 HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.  
 Phone, Howard 1266.

**OFFER** EARLY DELIVERY OF 1959 MODEL-DUPLÉ 37-41-SEATER

**SUPER VEGA COACHES.**

**DEMONSTRATIONS** AVAILABLE.

**PART-EXCHANGE.**

**SPECIAL HIRE-PURCHASE TERMS.**

**ALSO**  
**NEW BEDFORDS** WITH 41-SEATER PLAXTON BODYWORK.

**NEW BEDFORDS** WITH 41-SEATER HARRINGTON BODYWORK. 796-484

**COMMER**  
**DON EVERALL (COMMERCIAL VEHICLES), LTD.**  
 34 CLEVELAND ROAD,  
 WOLVERHAMPTON,  
 Phone 23212.

**INQUIRIES** INVITED FOR 1959 COMMERCIAL ROOTES DIESEL 41-SEATER COACHES, BODIES BY DUPLÉ, PLAXTON OR BURLINGHAM. EARLY DELIVERY ASSURED. 796-165

**FORD**  
**WE** ARE NOW ACCEPTING ORDERS FOR THE **NEW THAMES COACH LUXURY 41-SEATER.**

**DEMONSTRATOR** AVAILABLE SHORTLY.

**PLEASE** ASK FOR DETAILS.

**GORDON KING MOTORS, LTD.**  
 MITCHAM LANE, S.W.16.  
 Streatham 3133-4. 796-361

**VOLKSWAGEN**  
**EUROPEAN CARS, LTD.**, distributors for London and western districts, early delivery. Kombi, Microbus, van, pick-up, ambulance, 129-131 Old Brompton Rd., S.W.7. Fro 7722. 796-830

**UNCLASSIFIED**  
**WE** are now taking orders for the coming season. Les Gleave, Ltd., Arcild, Snaillwood 225. 796-449

## Miscellaneous Vehicles (contd.)

**Cattle Conveyors and Horseboxes Wanted**

**HORSE** box, mounted 5-ton chassis, suitable four polo ponies, must be good condition, please send full particulars. Box CM964, care of "The Commercial Motor". 796-100

**EX-W.D. VEHICLES**  
**A NAME WORTH KNOWING.**  
**CUNDEY AND STEWART, LTD.**  
 ALFRETON, DERBYSHIRE.  
 Phone, Leabrooks 477.

**THE EX-W.D.**  
**DEALERS AND DISMANTLERS.**  
 4 X 4 SPECIALISTS 6 X 6 VEHICLES. SPARES. TYRES. 796-704

**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

**MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." 796-928

**J. H. ROLLASON**, Romsey Rd., Cadnam 3301, Hants.

**SPECIALISTS** in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslay. 796-821

**C. M. SWORDER (MOTORS)** for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studenbaker, Lane End, High Wycombe, Bucks. Phone, Lane End 234. 796-803

**LOW-MILEAGE** BEDFORD QL, unregistered, in good condition, £125 each. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 796-408

**BEDFORD** 4 by 2, Army reconditioned, £125.

**BEDFORD** 4 by 4, Army reconditioned, £125.

**PERCY SLEEMAN, LTD.**, 318 Uxbridge Rd., Ealing. W.5. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 796-411

### Miscellaneous Vehicles (contd.)

#### INSULATED VANS

**23-FT.** Scammell Dyson refrigerated trailer, complete with motor, etc., one owner, perfect condition. Pirebright Garage, Pirebright Rd., Southfields, S.W.18. Vandyke 6188.

**BEDFORD** all-aluminium meat container, specially built overhanging rails with C. licence, 25 miles radius Sheffield, E.400, 373 East Bank Rd., Sheffield S19 3P. 796-461

#### LUTON VANS AND PANTHECHNICS

**LET** us quote you for a Freight light-alloy Luton on 2-year chassis, 500 to 2,000 cu. ft., prices from £295; 2-year guarantee.

**FRIEIGHT ENGINEERING CO.** Cray Rd., Sidcup, Kent. Phone, Footscray 6851.

**RIGID** 8 SCAMMELL 2,000-cu.-ft. Luton van, 61W C. Gander, high-speed axle, good tyres, any trial, £375. Phone, Adv 5096.

**ALWAYS** a good selection of Panthechnic and Box-vans from 900-1,200 cu. ft. capacity, Guy Vizen, Austin, Morris, etc. Contact the van specialists Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667.

**FORD** 41, 1954, diesel, 950 cu. ft. Luton van, good tyres and condition, low mileage, one C licence furniture shop owner only.

**RYLAND GARAGE, LTD.** Ryland St., Birmingham 16. Edgbaston 4501-5. Grams, "Diesel." 796-39

### H. A. SAUNDERS, LTD., AUSTIN DISTRIBUTORS.

**1953** DENNIS Pax Luton-type van, petrol, approx. 1,100 c.c., one owner, perfect condition.

**1951** COMMER 2-ton forward-control Luton-type van, approx. 1,000 c.c., one owner.

**1951** ALVIN 2-ton Luton van, 750 c.c., one owner.

**1954** FORD 4D Luton van, 650 c.c., one owner.

**THE** above vehicles carry our "Stand By" guarantee. Hire-purchase. Part-exchange. Bodybuilding. Always a large selection of AUSTIN trucks and vans, from 5 cwt. to 5 tons.

**H. A. SAUNDERS, LTD.,**  
836 HIGH ROAD, FINCHLEY, N.12.  
Hillside 5272; ext. 22. 796-106

**1450-CU.-FT.** Capacity FORDSON, 1949 Luton van, petrol engine, tailboard and sheets, full running order, £150 or offers. Apply Transport Manager Yation Furniture, Ltd., Yation, Bristol. 796-144

**LARGE** Luton van, 1,650 cu. ft. Boughton, 1-5 Oldcote Rd., E.7, Maryland 1888. 796-340

**1952** BEDFORD 5-ton, both fitted with new 1,100-cu.-ft. Luton bodies. 602 Commercial Rd., Stepney 1455. 796-341

**NEW** FORD 4D diesel 3-ton long-wheelbase chassis, fitted new 1,000-cu.-ft. low-loading Luton body with rear doors, grey primer, £1,300. Ready for immediate use.

**OKATHORPE MOTOR CO.** North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1923. 796-324

**1958,** July, Thames Trader Luton van, 1,600 cu. ft., ready for immediate use, 10,000 miles only, £1,425.

**OKATHORPE MOTOR CO.** North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1923. 796-325

**BARGAIN,** all-aluminium low-loading Luton-type vans. B choice of two, both one-owners, registered June, 1952, sizes of bodies 19 ft. 9 in. long, 8 ft. headroom, 7 ft. 3 in. wide, also Luton 3 ft. inside by 3 ft. headroom. Both these vehicles are in excellent condition, only been used on light work, £285 each. Contact Mrs. E. Hales, 7 Manor Rd., Wales, near Sheffield. Phone, S.1000 476.

**HALE** B.M.C. Luton van, late 1955, diesel. Walkers, A. Filling Station, Ecclefield, near Sheffield. Phone, Ecclefield 3667. 796-455

#### MOBILE SHOPS, CANTEENS, ETC.

**KARRIER** Bantams, Government, unregistered, fitted to your order with brand-new mobile shops, canteens or fish and chip saloon bodywork, including modern cab with wrap-round screens, total cost £750, deferred terms. S. H. Wyatt, Coachbuilders, Ltd., Bank St., 796-7025

**KARRIER**, Bedford, Fordson, Albion, mobile shops and canteens, large selection from £100 to £750. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 796-70

**WE** carry a good stock of coaches suitable for converting to travelling shops, inquiries welcomed.

**J. BAKER AND CO. (DORKING), LTD.** Farnham, Surrey. Phone, Farnham 4626. 796-72

#### Mobile Shops, Canteens, etc., Wanted

**WANTED,** mobile shops, canteens and offices, Karrier Bantams and Ford 10 h.p. preferred. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 796-71

#### TANK WAGONS

**UNREGISTERED** ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. refuellers; also 900-gal. Bowser trailer, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 796-656

**SPRINT**, oil (or gas) stainless-steel tanks, canteens, S tankers trailers, july and cesspit emptiers, large number. Numerous storage tanks, all sizes. Bridge Motors (Commercial) Station Garage, Botley, Southampton. Phone, Botley 2147. 796-797

**1952** SEDDON-SCAMMELL artic., 2,000 gal., used for far reasonable price. Ryland Garage, Ltd., Ryland St. Birmingham 16. Edgbaston 4501-5. Grams, "Diesel." 796-40

**1951** BEDFORD 1,000-gal., two compartments, with pump.

**1948** BEDFORD 800-gal., four compartments.

**BEDFORD** QL 4 x 4 900-gal., refueller, complete with pumping equipment, unregistered, very clean, cheap.

**BEDFORD** 800-gal. tankers, with pump, unregistered, from £165 each, very clean.

**900-GAL.** Bowser trailers, excellent condition, complete with pumping equipment.

**SEVERAL** 3,000-gallon size compartment oval vehicle tanks, suitable for spirit.

**F. A. DOLMAN, LTD.** 186 Carlton Avenue, Southend-on-Sea. Phone, 43262. 796-404

### Miscellaneous Vehicles (contd.)

**SCAMMELL** 2,500-gallon articulated tanker trailer, £375.

**RUSH GREEN MOTORS,** Langley, Hitchin. Herts. 796-258

#### Tank Wagons Wanted

**WANTED,** 2,000-gal. or 1,800-gal. vehicle tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8611-8. 796-298

#### TIPPING LORRIES

**DENNIS** Centaur tipper, 1956, fitted Pilot gear and alloy body, high sides, Euton 2-speed axle, 9.00 x 20 tyres, repainted, ready for work. Part-exchange and hire-purchase. Bouts Motors, Ltd., Stafford St., Wolverhampton. Phone 23295 (three lines). 796-7080

**AUTO UNITS.** Large quantity brand-new Anthony fixed-side tipping bodies, 5 and 6 cu. yd., 5-yd., £33 each, 6-yd. £45 each.

**AUTO UNITS (LEALING), LTD.,** Derwent Rd., London, W.5. Ealing 5108. 796-862

**BEDFORD** tippers, as new, unregistered, ex-ministry, guaranteed, h.p. terms, average price £350 each. G. R. Yeomans, Ltd., Oxford Rd., Ryton-on-Dunsmore, Coventry. Phone, Tollbar 2376-74. 796-57

#### TIPPERS.

#### TIPPERS.

#### TIPPERS.

#### SPARSHATTS

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#### TIPPING VEHICLES.

**1956** BEDFORD R 7-ton short-wheelbase on 9.00 by 20 tyres, Weston front-end gear and stabilizer, 11-ft. timber tipping body with 2-ft. sides, unladen weight 3 tons 10 cwt., in excellent condition throughout, price £875.

**1949** And 1950 (choice of two) LEYLAND Comet 75 medium-wheelbase tippers on 9.00 by 20 tyres, Edbro 31N twin-rim front-end gear and 13-ft. 6-in. steel-lined timber bodies, price each £550.

**1958** LEYLAND Comet forward-control 6-cu.-yd. all-steel tipper, underfloor gear, condition as new, price £2,150.

**1957** SEDDON MK 1ST diesel tipper with double-drop-side 12-ft. 6-in.-long timber body, 9.00 by 20 tyres, fibreglass cab, approx. mileage 31,000, unladen weight 3 tons 16 cwt., in first-class condition throughout, owner-driven, price £1,450.

**A CHOICE OF TIPPERS, BOTH DIESEL AND PETROL.**

#### FROM

#### £150 TO £450.

**ALWAYS** IN STOCK, INCLUDING AUSTIN, SEDDON, BEDFORD, ETC.

#### PLEASE WRITE OR CALL—

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**A. Phone, Aston Cross 1943; after 6 p.m., Harbottle**  
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**NEW** radiators in stock: Leyland, A.E.C., Foden, Austin,  
Bedford, etc. Martindale, Chorley. Phone 3504.  
**RADIATORS**, all types, second-hand and used: E.R.F.,  
A.E.C., Alkington, Seddon, etc. 9 Newhorpe  
Common, Eastwood, Notts. Langley Mill 2623, evenings  
3000. 796-345  
**REPAIRERS**  
**CARLTON FORGE** for service. Specialists in resetting,  
retempering and strengthening springs; 2-day service.  
Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-4.  
226-730

**ROAD AND STORAGE TANKS**  
**NUMEROUS** road and storage tanks, all sizes, for  
disposal. Bridge Motors (Commercial), Ltd., Station  
Garage, Botley, Southampton. Phone, Botley 2347.  
**4,500-GALLON** capacity tank, suitable for diesel  
storage, in 2-in. mild steel, complete with  
catwalk and ladder, rust free, £270 at site. Apply, Crop  
Protection (Grantsman), Ltd. Phone, Grantham 1662-4.  
796-79  
**2,500-GAL.** heavy-oil tank, £255. Unbridge 8617.  
796-299  
**NEW** Bedford petrol tanks, Model OXY, delivered 100  
miles radius free, £1 10s. each. Hayes (Middlesex)  
Trading, Ltd., Chaville Lane, Hayes. Phone, Hayes  
4460. 796-475  
**FUEL** tanks for all vehicles, 55 gallons, extra strong,  
£15 10s.  
**J. CAMPBELL PARK, LTD.** Childwall Valley Rd.,  
Gatesacre, Liverpool. Phone, Gatesacre 1331.  
796-497  
**ROAD SPRINGS**  
**LARKIN FORGE, LTD.** Spring Works, Springfield Rd.,  
Chesham, Bucks. Phone, Chesham 8902-3. Manufac-  
turers and repairers of laminated road springs for  
passenger, heavy transport and private vehicles. 810-6810  
**USED UNITS.** Whittlefield, Burnley (phone 2262).  
Springs suitable for all makes and types of commer-  
cial vehicles. 226-978

## Spare Parts and Supplies (contd.)

**HELPER** springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 5112. zzz-859

**MANUFACTURERS** and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. zzz-610

## ROLLER SHUTTERS

**SHUTTERS** in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-694

## SAFETY GLASS

**TRIPLEX** supplied and fitted while you wait. 490 Neasden Lane, N.W.10. Dofils 1101 7222. Colmore Rd., S.E.15. New Cross 1856. Rear of 7, Savoy Parade, Enfield 1170. Guildford Place, High St., Taunton 2593. D.W. Price and Sons, Ltd. zzz-0967

**TRIPLEX** "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. See Windscreeners. zzz-618

## SHOCK ABSORBERS

**SORBER ACCESSORIES, LTD.**, specialists in commercial upholstery, reconditioned or supplied. 16a Oslon Mews, S.W.7. Fremantle 9323. zzz-518

## SPEEDOMETERS AND MILEAGE RECORDERS

**REPAIRS** and rebuilt exchange speedometers. All types of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. zzz-661

**SPEEDOMETER SUPPLY CO., LTD.** Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-764

## TARPAULINS

**"STORMTITE"** lorry covers. "The Tilt for the Job." For details please write or phone the manufacturers. Firmin and Co., Ltd., Handford Works, Ipswich. Phone 194. (Representative will call if desired.) zzz-793

**SATISITE-PROOFED** tarpaulins give absolute protection, green cotton, roped or cretiled; price on application, no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancet's Hey, Liverpool. zzz-616

**SLIGHTLY** used but expertly overhauled ex-Government tarpaulins, any size, 4s. per sq. yd., delivered. Special quotation for quantity. Apply Mobile Sales Co., 101-103 Brixton Hill, S.W.2. Phone, Tulse Hill 0121. zzz-282

## TIME RECORDERS

**SERVIS** recorders register automatically the exact running and standing times of vehicles.

**EVERY** minute of every journey is accounted for clearly on a simple, tamper-proof chart.

**REDUCTION** of running costs follows inevitably when you know the journey facts.

**VEHICLES** can then be scheduled for journeys and maintenance with minimum efficiency.

**IT** is a good idea to write for descriptive literature to—

**SERVIS RECORDERS, LTD.**, 19 London Rd., Gloucester. Phone, Gloucester 24125. zzz-797

**RECORDING** speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph Ltd., 75 Temple Rd., Cowley, Oxford. Phone, Oxford 78116-7. zzz-671

## TIPPING GEARS

### EDBRO B AND ETIPPERS, LTD.

**BRITAIN'S** largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions; hydraulics for farm re-equipment, etc. Head office and works: Quebec St., Bolton. Phone Bolton 5210. London Depot, 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1945 and 7433. zzz-817

## Spare Parts and Supplies (contd.)

**PILOT WORKS, LTD.**  
HYDRAULIC TIPPING GEARS, 3-18 TONS.  
SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES.

**PILOT WORKS, LTD.**  
MANCHESTER ROAD, BOLTON.  
Phone 5545-6-7.

LONDON OFFICE: 3 Southampton Place, W.C.1.  
Phone, Chancery 5130. zzz-0683

**PILOT** tipping-gear spares. Full range of parts always in stock at—  
**D.B.S. COACHWORKS, LTD.**, 24a St. Marks Rd., London, North Kensington, London, W.10. Phone, Ladbroke 0493, 1768. zzz-692

**WELFORD ENGINEERING (OLDBURY), LTD.**  
HAINGE ROAD,  
TIVDALE, TIPTON

THE LARGEST STOCKISTS OF  
**NEW GEARS**  
AND  
**SPARE PARTS REPLACEMENTS**  
IN THE MIDLANDS.

DISPATCHES TO ALL DISTRICTS.  
**PHONE, TIPTON 2721-2**  
FOR SERVICE. zzz-672

**SPENBOROUGH** tippers, power hydraulic, handscrew, and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-858

**ONE** Telehoist tipping gear and 6-yd. body, standard body 7-ton, £75.

**ONE** Brothwell and Edwards tipping gear, complete with body, £105.

**STEVENSON**, 163 Chase Cross Rd., Romford (46942), Essex. zzz-572

**TYRES AND TUBES**  
**TYRES CASH OR TERMS**

We stock every size and make in new and remoulds (ordinary or Town and Country).

Large stocks of part-worn and obsolete tyres.  
Blackland batteries from 77s. 6d.  
New batteries fully guaranteed.

**TOOTING TYRE SERVICE, LTD.**  
Dept. C, 648-660 Garraff Lane, S.W.17. Wim 8711-2  
Also at 27 Greenwich South St., S.E.10. Gre 5198.  
84 Manor Rd., Warrington. Phone, Warrington 6593.  
7 Horsham Rd., Crawley. Phone, Crawley 25076.

Open 8.30-6. Sunday (Tooting and Crawley depots) 10-1. zzz-836

**11.00** X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., 40, Amplehill, Bedford. Amplehill 3255. zzz-760

## January 30, 1959 THE COMMERCIAL MOTOR 55

(Supplement)

## Spare Parts and Supplies (contd.)

**TYREPRIM** rim anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. zzz-0808

**11.00** X 20, 10.50 X 16, as new with moulding line, standard or track-grip tread, also part-used tyre and wheel assemblies. Conley and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-654

**TYRE** sale, surplus remould stocks, all sizes, for sale, modern and obsolete. Cook, 589 Stapleton Rd. (nr. Muller Rd.), Bristol. Phone 58312. zzz-851

**CLAPTON TYRE SERVICE** for sound, part-used tyres. C 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 34 x 7, 8.25 x 20, 100s.; 36 x 8, 900 x 20, 115s.; 900 x 16, 10.50 x 16, 100s.; 10.50 x 20, 135s.; 900 x 13, 60s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amth 7075. zzz-834

**H. MATTHEWS, LTD.**, 89-97 Stockwell Rd., S.W.9. Phone, Brixton 2026. (Established 55 years.)

**THE** tyre specialists offer among many others the following bargains: Brand-new unused 14.00 x 20 remoulds, £20 each; tubes, £2 10s. each; 12.00 x 20 remoulds, as above, £12 10s. each; tubes, £2 each; 10.50 x 25 remoulds, £10 each; tubes, £1 10s. each. Write phone or call with your requirements. zzz-879

**QUANTITY** of nearly new 11 x 25 and 1200 x 20, £12 each. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Phone, Hayes 4460. zzz-476

## Tyres and Tubes Wanted

**TYRES**, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baiton, Yorks. Shipley 5542. zzz-695

**WANTED**, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-879

**WANTED**: Second-hand tyres, tubes, wheels, complete, size 29 by 8.13. Apply, Churchferry Iron and Metal Co., Ltd., Enfield. Howard 2032. zzz-7081

## WELDING

**ANGELL AND WILLIAMS (PECKHAM), LTD.**, the specialists in welding, repairs to defective crankshafts, blocks, heads, gearboxes, axles, etc.

**T.S.E.15**, Rodney 3559. zzz-938

## WHEELS

**LARKIN FORGE, LTD.**, Spring Works, Springfield Rd., Chesham, Bucks (phone, Chesham 990). Take to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. zzz-6811

**USED** units, Whitticfield, Burnley (phone 2262). All makes and types in stock. zzz-979

**BEDFORD**, Commer, A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock. **TURNER AND KNIGHT**, Southfield Paddocks, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-843

**1400** x 20, Track Grip wheel units, as new at £25 each; only 45 available.

**R. E. TREM AND CO., LTD.**, Bawtry Rd., Fillingingley, near Doncaster. Phone, Fillingingley 203-204. zzz-7093

## WHEELBASE EXTENSIONS

**BAICO** wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-588

## WINDSCREENS

**WINDSCREEN** assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-4. zzz-619

**PERSPEX** cut to size and pattern. Denny, Ltd., 111 Netherwood Rd., W.14. She 5152, 1428. zzz-816

## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

**GODDARD, DAVISON AND SMITH, LTD.**  
THE AUCTION HALLS.

PUTNEY BRIDGE APPROACH, S.W.6.  
Renown 6101-3.

**SALES EVERY MONDAY**  
OF  
**COMMERCIAL VEHICLES**  
OF ALL DESCRIPTIONS.

ENTRIES ACCEPTED EVERY WEDNESDAY.  
zzz-579

**THE MILLBURN ORGANIZATION.**  
PRESTON, LONGTON 3255-6.

GLASGOW, BELL 0073.  
CARLISLE, 25422.

**MOTOR AUCTION SPECIALISTS**  
WILL OFFER

ON THURSDAY, FEBRUARY 5, 1959,  
COMMENCING AT 2 P.M.

**70 VEHICLES,**

which include post-war models of Buses (single- and double-deck), Coaches (29- to 41-seaters), Lorries and Vans from 15-cwt. to 15-ton capacity, Trailers and Containers.

DON'T MISS THIS IMPORTANT SALE AT  
**MILLBURN MOTORS (PRESTON), LTD.**

WALMER BRIDGE, LONGTON, PRESTON.

FURTHER ENTRIES ACCEPTED.  
BUFFET.

H.P. ARRANGEMENTS IF REQUIRED.  
796-22

### Miscellaneous Advertisements (contd.)

**BUSINESSES, PREMISES, OFFICES, ETC.**  
LONDON, North Hackney. Old-established coach and motor bodybuilding business, together with the freehold site of 13,000 sq. ft.; modern factory on ground floor only, 7,500 sq. ft. including up-to-date licensed spray shop. Petrol intercepter installed. To be sold as going concern. Box CM912, care of "The Commercial Motor." zzz-7047

**MOTOR COACH** business for sale, stage carriage and express services, contracts, private hires. Vehicles, premises. Going concern. Inspections. Box CM9614, care of "The Commercial Motor." zzz-4318

**FOR** sale, small haulage business, Manchester area. 17 tons ordinary A licence, 4 modern vehicles. Box CM9412, care of "The Commercial Motor." zzz-7094

**SMALL** haulage business, limited company, mid-Essex. S 9 tons, A licence. Box CM9522, care of "The Commercial Motor." zzz-4206

**LAMBETH**, London, S.W. Transport depot with 2,000 sq. ft., lofty garage, open concrete yard of 1,700 sq. ft., foreman's house and office with V.P., freehold £5,500.

**WEST SURREY**. Main road garage and petrol filling station, frontage 106 ft., showrooms, offices with three flats over, repair shop, stores, site area 22,000 sq. ft., freehold, £20,000.

**CHAMBERLAIN AND WILLOWS**, 23 Moorgate, E.C.2. (Met 8001.) zzz-796-5

**FR** brands, with meat and fish backloads—an expanding business; 4 new vehicles, 31 tons all under 1 year, 3 special A (Metropolitan), 1 B. Box CM969, care of "The Commercial Motor." zzz-105

**SUITABLE** for retired road or rail executive seeking additional income. Well-known old-established licensing consultant, leaving London on doctor's advice, will sell practice in Metropolitan Area. Nucleus of sound goodwill plus steady flow of new business. Knowledge of transport law desirable. Reasonable terms for quick sale. Box CM966, care of "The Commercial Motor." zzz-102

**HAULAGE** business (limited company), approximately 1,800 tons, A licence Metropolitan Area, modern vehicles, specialized equipment. Principals only. Apply Box CM962, care of "The Commercial Motor." zzz-7112

**HAULAGE** business (limited company) consisting 1958 A.A.E.C. Mammoth Major 6-wheeler on special A licence and 1952 Bedford 7-ton long-wheelbase lorry on B licence with very good conditions, reasonable price. Hire-purchase available. Write and send 10/- to Station Rd., Hadfield, Manchester. Phone, Glossop 2902-3. After hours 2356. zzz-218

### Miscellaneous Advertisements (contd.)

**FOR** sale, very attractive central garage and filling station at Warsop, situated on the main A60 Mansfield-Workson road, recently modified building with two pumps and tanks and two offices, at a cost of £5,000, comprising one main building 46 ft. high with an area of 4,800 sq. ft., constructed of brick and steel, timbered and tiled roof and three roller shutter doors 16 ft. 6 in. high, frontage with canopy over petrol pumps 1,500 sq. ft., land and buildings at rear and side 4,250 sq. ft. with great opportunities for the future. Apply Wood Bros. (Warsop), Ltd., Mansfield Rd., Warsop, nr. Mansfield, Notts. Phone, Warsop 67 and 174. zzz-7116

**MOTOR** coach business for sale, excursion, express licences, good contract private hire, contracts, vehicles, premises, going concern situated in Yorkshire large mining town; inspections. Apply Box CM949, care of "The Commercial Motor." zzz-7096

**OFFICE** accommodation, furnished or unfurnished, to let in Tooley St., 750 sq. ft., whole or part. Box CM9611, care of "The Commercial Motor." zzz-311

**Businesses, Premises, Offices, Etc., Wanted**  
**PETROL**. Filling station urgently required, North Wales, Cheshire, Lancashire or Westmorland, one with living accommodation preferred, but not essential. Please give full details. Box CM9521, care of "The Commercial Motor." zzz-7098

## WANTED TO PURCHASE.

**A ROAD HAULAGE CONTRACTOR'S BUSINESS.**

MANAGEMENT COULD REMAIN. MINIMUM NET PRE-TAX PROFITS £15,000 P.A.

WRITE IN CONFIDENCE TO BOX CM948, CARE OF "THE COMMERCIAL MOTOR." zzz-7110

**ESTABLISHED** removals business required in Glasgow or Edinburgh, preferably conducted from town centre. Replies dealt with in strict confidence. Frank Porter and Son, Ltd., 77 London Rd., Derby 46601. zzz-216

A61

### Miscellaneous Advertisements (contd.)

**WANTED**, haulage businesses with special A licences, ordinary A licences and B licences, in any part of the country.

**WILDE AND BENNETT, L. LTD.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3

AFTER HOURS, 2356.

796-220

**COACH** business wanted, south or west of London. Box CM8821, care of "The Commercial Motor."

796-379

### CONTRACTS FOR HIRE AND WANTED

**REGULAR** work required, contract or special A licence, any distance, anything considered. North Shropshire base. Box CM9517, care of "The Commercial Motor."

796-84185

### CONVERSIONS

**HENDY FOR FORD.**

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END

CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

**PERCY HENDY, L. LTD.**

SOUTHAMPTON 28331 (EIGHT LINES).

777-882

**CONVERT YOUR VEHICLES**

TO **FORD 4D AND 6D POWER.**

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD

4D AND 6D ENGINES, MEANING—

LOWER INITIAL COST,

MORE M.P.G.,

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable. Let us quote you for your vehicles.

**QUICKS FOR FORDS.**

INDUSTRIAL UNIT SALES DEPT.,

221 DEANS GATE, MANCHESTER, 3.

Phone, Blackfriars 2468.

777-7053

**PETROL ENGINES.**

**PETROL**

TO

**DIESEL**

CONVERSION UNITS.

**PRALLS (HEREFORD), L. LTD.**

HOLMER ROAD, HEREFORD.

Phone 4221 (six lines).

796-815

### HAULAGE AND BACK LOADS

**CHARD TRANSPORT CO., LTD.**, for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset.

806-7045

### HIRE-PURCHASE

**H.P.** Finance available, private deals, prompt settlement. Fincetia, Ltd., 58 Jermya St., S.W.1. Phone until 9 p.m., Hyde 1391.

777-980

**FINANCE** immediately available for hire purchase, credit sale on all types of equipment, accessories, tyres, batteries, etc. Chancery Lane Credit Co., Ltd., 27 Chancery Lane, London, W.C.2.

801-7107

### INSURANCE

**PAUL CHILDS, L. LTD.**

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

**BEST** market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted.

777-634

**COMMERCIAL** vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Obtain the best terms from specialist motor insurance brokers.

**INSURANCE ACCEPTANCES, LTD.**, 61-64 Broad St. Avenue, London, E.C.2. London Wall 7641-3.

777-630

**SAVE** money on insurance. Lower rates, larger bonus. Progressive Brokers. "Cheapest Rates Specialists," 257 The Vale, London, W.3. She 9231-2.

777-804

### MISCELLANEOUS WANTED

**ALUMINIUM** scrap urgently required. Lenton Metals, Ltd., Lenton Saint Mary, near Warrington. Leigh (Lancs) 1444-5.

796-418

### NOTICES

**CONTINENTAL**

**DOOR-TO-DOOR** service. Let us quote you. Your problems, let them be our task.

**POSSIBLY** the first journey by road from Hull to Yugoslavia, time 8 days.

**WE** can quote for all goods, including frozen foods, out and return.

**C. MOUNTON**, Westcliffe Rd., Ruskington, Lincolnshire. Ruskington 273-4.

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### Miscellaneous Advertisements (contd.)

#### REPRESENTATION

**KEEN**, enthusiastic representation required by East London haulier; would suit experienced man with good transport background and connections. Write with full particulars to Box CM9616, care of "The Commercial Motor."

796-84422

#### SITUATIONS VACANT

**A.M.I.M.L.** City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 95% successes. For details of exams and courses in all branches of auto., diesel, aero, mechanical eng., etc. Write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8.

777-812

#### REPRESENTATIVE

**REQUIRED** BY ESTABLISHED COMPANY OF AUTOMOBILE ENGINEERS AND BODYBUILDERS IN N.W. LONDON TO EXPAND PRESENT MECHANICAL REPAIR AND "SYNDROMIC" AUTOMATIC CHASSIS LUBRICATION BUSINESS.

Apart from the appropriate technical background, the successful applicant must have the necessary enthusiasm to participate in the further expansion of a well-established company, and for the right man in the preferred age group of 25-40, this position affords very substantial prospects.

A generous salary will be paid and a car provided.

**APPLICATIONS, WHICH WILL BE TREATED IN STRICTEST CONFIDENCE, TO—**

**SALES MANAGER,**

**NORMAND, L. LTD.**

CUMBERLAND AVENUE,

PARK ROYAL, N.W.10.

796-61

**AN** experienced Commercial Vehicle Salesman required for Austin Motor Agent on the East Coast. This situation which is both pensionable and also entitles the successful applicant to the use of a car, carries a salary and commission commensurate with his experience. Please apply Box CM9610, care of "The Commercial Motor."

797-7108

#### COMMERCIAL VEHICLE

**BODY REPRESENTATIVES.**

**DUE TO DEVELOPMENT, TWO ADDITIONAL BODY REPRESENTATIVES ARE REQUIRED BY LARGE N.W. LONDON COMPANY OF AUTOMOBILE ENGINEERS AND BODY BUILDERS TO PROMOTE SALES OF COMMERCIAL VEHICLE BODIES.**

These positions afford substantial scope for really experienced men with existing connections among fleet users.

A generous salary will be paid, plus commission, a car provided and a pension fund is in operation.

**APPLICATIONS BY LETTER, GIVING FULL DETAILS, WHICH WILL BE TREATED IN STRICTEST CONFIDENCE, TO:**

**SALES MANAGER,**

**NORMAND, L. LTD.**

CUMBERLAND AVENUE,

PARK ROYAL, N.W.10.

796-4

**COMMERCIAL** Vehicle Salesman required, experience essential. Excellent prospects for right man; car supplied and superannuation scheme. Write in confidence, stating age, experience and salary required, to Personnel Officer, Stewart and Ardern, Ltd., Morris House, The Vale, Acton, W.3.

796-1

**PRACTICAL** Engineer required to undertake maintenance of fleet of modern coaches A.E.C. and Bedford. Excellent opportunity to conscientious man. Marchant Coaches, 433-7 High St., Cheltenham 271.

796-8

**SALES** man, full experience in new and used commercial vehicle selling, car supplied, good salary and rate of commission. Only experienced men need apply. Coaches and Components, Ltd., Vauxhall/Bedford Main Dealers, 92-94 Stamford Hill, London, N.16.

796-209

**HAULAGE** company operating London-Scottish service require services of traffic manager for the Southern Contracting Section of their London office; ability to introduce traffic an advantage; knowledge of clearing house procedure essential; good salary for the right man. Write stating age and experience in confidence to Box CM9613, care of "The Commercial Motor."

796-7119

**TRAVELLER-SALESMAN** wanted for tarpaulins, waterproof covers and ex-Government miscellaneous goods. Apply, Mobile Sales Co., 101-103 Brixton Hill, S.W.2. Phone, Tulse Hill 0121.

796-281

#### SITUATIONS WANTED

**STORES** manager-buyer (38), excellent knowledge Bedford and B.M.C. spare parts, also general motor trade, requires similar responsible position in Midlands or South of England. Box CM9616, care of "The Commercial Motor."

796-84442

**HEAVY** and light commercial sales manager desires a similar position in London and Home Counties offering scope and appreciation of hard work, full working knowledge of all vehicles, together with "know how" of second-hand market. Box CM9619, care of "The Commercial Motor."

796-504

#### STORAGE ACCOMMODATION

**SHEFFIELD**, extensive storage accommodation available. Forklift and crane facilities. Direct Motor Service (Sheffield), Ltd., Road Hauliers, Petre St., Sheffield 3625-4.

777-883

**HULL**, covered storage space available for 3,000 tons. Apply, Scott Street Warehousing, Scott St., Hull 29787-3.

796-7075

### Miscellaneous Advertisements (contd.)

#### TENDERS

**HAYES AND HARTINGTON URBAN DISTRICT COUNCIL.**

**DISPOSAL OF REDUNDANT VEHICLES AND PLANT.**

**TENDERS ARE INVITED FOR THE PURCHASE OF THE FOLLOWING VEHICLES AND PLANT (SEPARATE LOTS):—**

- 1 No. Karrier 10-12-cu.-yd. Refuse Freighter, (1952.)
- 1 No. Karrier 7-cu.-yd. Refuse Freighter, (1948.)
- 1 No. Brush Electric Truck (1949) complete with battery charger.
- 1 No. Bristol "22" Diesel Engine Angledozer.
- 1 No. Stothart and Pitt Push-Pull Vibratory Roller
- 2 No. Tuke and Bell Frost Grilling Machines.
- 1 No. Bench Grinder 7-in. wheels.

Forms of tender and conditions of sale obtainable from Engineer and Surveyor, Town Hall, Hayes, Middlesex, on receipt of request stating for which items forms are required.

Tenders in sealed envelopes, endorsed "Tender for Redundant Vehicles and Plant," but not indicating the sender must be received by the Clerk and Solicitor of the Council at the above address by February 9, 1959. The Council do not bind themselves to accept the highest or any tender. Canvassing disqualifies.

796-56

#### BOROUGH OF DAGENHAM.

**PURCHASE OF VEHICLE (MEALS ON WHEELS) FOR OLD PEOPLE'S WELFARE COMMITTEE.**

**TENDERS ARE INVITED FOR THE SUPPLY OF A FORD 10-12-CWT. VAN, OR OTHER SIMILAR APPROVED VEHICLE.**

Full details and form of tender may be obtained from the Borough Engineer and Surveyor. Tenders, in the official envelopes provided, must be delivered to the undersigned by February 7, 1959.

**KEITH LAUDER,**

Town Clerk.

Civic Centre,

Dagenham

796-58

**THE SHEFFIELD CORPORATION, CITY ENGINEER'S DEPARTMENT, OFFER THE FOLLOWING VEHICLES AND PLANT FOR SALE BY TENDER:—**

- 1 (No.) Commer lorry, 7-ton, petrol engine, 1954.
- 2 (No.) Thornycroft lorries, 5-ton, diesel, 1948.
- 6 (No.) Commer lorries, 4-5-ton, petrol, 1949.
- 4 (No.) Fordson vans, 5-cwt., 1954.
- 1 (No.) Dennis gully emptier (750-gall. tank capacity), petrol engine, 1939.
- 1 (No.) Dennis cesspool emptier (750-gall. tank capacity), petrol engine, S.M. 1951.
- 1 (No.) Karrier hygienic refuse collector, petrol engine, 1938.
- 1 (No.) NCH excavator, tubular jib with grab bucket attachment, 1939.
- Spares available for most of the above vehicles.
- 1 (No.) John Allen Oxford towed grader, 1952.

Sets of cleats and spare cleats.

**FULL PARTICULARS AND TENDER FORMS GIVING TIMES AND PLACE OF INSPECTION CAN BE OBTAINED FROM THE CITY ENGINEER, TOWN HALL, SHEFFIELD, 1. (QUOTE REF.— PLANT 1.)**

796-54

#### SOUTHERN ELECTRICITY BOARD.

NO. 2 (NEWBURY) SUB-AREA.

**TENDERS ARE INVITED FOR THE PURCHASE AND REMOVAL OF THE FOLLOWING:— VEHICLES AND TRAILERS.**

- 1—1953 Ford Anglia Car, 2-door.
- 1—1953 Ford 5-cwt. Van.
- 2—1953 Ford 10-cwt. Vans.
- 1—1954 Ford 10-cwt. Van.
- 1—1954 Ford 10 cwt. 6-seater Utility.
- 2—1953 Austin 10-cwt. Vans.
- 3—1953 Austin 10-cwt. Pick-ups.
- 2—1954 Austin 10-cwt. Pick-ups.
- 6—10-cwt. 2-wheeled Trailers.
- 1—15-cwt. 2-wheeled Trailer.

#### MISCELLANEOUS PLANT.

- 1—1946 Aveling Barford Calf-Dozer. (Miniature Tracked Bulldozer).
- 1—Spare Second-hand Engine for above.
- 1—Champion Plug Cleaning Machine.

Tender Forms, Conditions of Sale, etc., may be obtained from the Transport Officer, Hambridge Rd., Newbury, Berks (phone, Newbury 681), and the items for sale may be examined there between 9 a.m. and 4.30 p.m. Monday to Friday inclusive.

Completed Tender Forms should be submitted to the Sub-Area Secretary, 7 Oxford Road, Newbury, Berks, to reach him not later than February 9, 1959.

796-266



# Miscellaneous Advertisements (contd.)

## URBAN DISTRICT COUNCIL OF COULSDON AND PURLEY.

VEHICLES AND EQUIPMENT FOR SALE.

THE COUNCIL INVITE TENDERS FOR THE PURCHASE, EX-DEPOT, OF THE UNDERMENTIONED VEHICLES AND EQUIPMENT:—

- ONE DENNIS 12-CU.-YD. REFUSE COLLECTOR.
- ONE BEDFORD 3-TON LORRY.
- ONE COMMER 15-CWT. VAN.
- ONE B.S.A. 250 C.C. MOTORCYCLE.
- ONE 16-IN. SHANKS HAND ROLLER MOWER.
- TWO 18-IN. GREENS HAND ROLLER MOWERS.

Permit to view may be obtained from the Engineer and Surveyor, Council Offices, Purley, Surrey.

Sealed Tenders must reach the undersigned by not later than noon on Saturday, February 14, 1959.

The Council do not bind themselves to accept the highest or any Tender, and they give no warranty as to the condition of the vehicles and equipment, or as to their suitability for any particular purpose.

ERIC F. J. FELIX,  
Clerk of the Council.

Council Offices,  
Brighton Road,  
Purley, Surrey  
January, 1959.

796-413

## SHEFFIELD TRANSPORT DEPARTMENT.

TENDERS ARE INVITED FOR THE DISPOSAL OF

2 DOUBLE-DECK BUSES

(1 A.E.C., 1 LEYLAND)

AND A

FORDSON 15-CWT. TRUCK.

Full particulars and forms of tender (returnable not later than Friday, February 13, 1959), may be obtained on application to the undersigned.

R. C. MOORE, M.Inst.T.,  
General Manager.

Division Street,  
Sheffield, 1.

# Miscellaneous Advertisements (contd.)

## FOR SALE BY TENDER. 1948 KARRIER CK3 OPEN TIPPING WAGON.

EDBRO TIPPING GEAR, ON 27 BY 6 TYRES. TWIN REAR WHEELS. LONG WHEELBASE.

## 1948 KARRIER CK3 DERBY-TYPE REFUSE COLLECTION BODY.

EDBRO TIPPING GEAR, ON 27 BY 6 TYRES. TWIN REAR WHEELS. SHORT WHEELBASE.

TENDERS ENDORSED "TENDER FOR VEHICLE" ON ENVELOPE BY FEBRUARY 13, 1959, TO:—

W. A. MORRISON,  
Chief Public Health Inspector,  
Warrington Rural District Council,  
11 Springfield Street,  
Warrington

PHONE. WARRINGTON 31050.

INSPECTION CAN BE ARRANGED BY APPOINTMENT. 796-375

## BROUGH OF CAMBERWELL.

TENDERS FOR TOWING AMBULANCE.

TENDERS INVITED FOR SUPPLY OF:—

## HARVEY FROST HEAVY-DUTY 5-TON TOWING AMBULANCE.

Tender form from Borough Engineer and Surveyor, Town Hall, Camberwell, S.E.5.  
Closing date, February 11, 1959. 796-60

FOR sale, surplus vehicles and plant. Ford Prefect, Morris 5-cwt. van, Foden 5-6-ton tipper, Guy Vixen lorry, Humber ambulance, Dennis refuse collector, Atco motor mower, two Husky dumpers, eight B.S.A. Bantam motorcycles, etc. Closing date noon, Thursday, February 5, 1959. Forms and details from Borough Engineer, Town Hall, Croydon. 796-52

## WORKS TRUCKS

FOUR COVENTRY CLIMAX diesel and petrol fork-lift trucks, £450 and £400. Autorex (Liverpool), Ltd., 53-69 Henry St., Liverpool. Phone, Royal 2040. 796-457

January 30, 1959—THE COMMERCIAL MOTOR 57  
(Supplement)


## BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 59) A life history of each vehicle with tyre records, petrol and oil consumption, etc. 72 pages, 10s. 6d. net from bookellers, or 25s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**THE ROAD TRANSPORT ENGINEER**. Edited by T. G. Mackenzie Junner, Editor of "The Commercial Motor". This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management, 196 pages, illustrated. Price 21s. net from bookellers, or 25s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**MOTOR VEHICLE MECHANICS' TEXTBOOK**, by M. F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanic Works, this book is designed for students entering for the award of the National Craftman's Certificate in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from bookellers, or 15s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"MODERN CLEANSING APPLIANCES"**, by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practice and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from bookellers, or 15s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222



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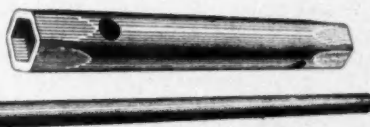


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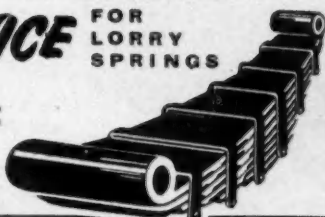
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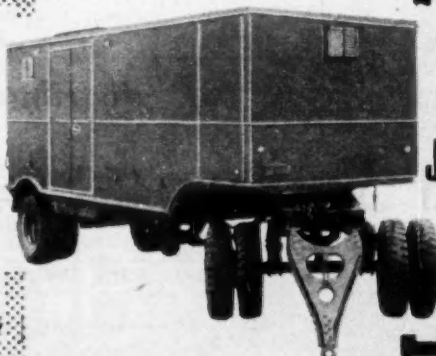
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January 30, 1959

THE COMMERCIAL MOTOR

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